

GRAIN DEALERS JOURNAL

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The GRAIN DEALERS JOURNAL.

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In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

AMARILLO, TEX.

Panhandle Gr. & Elvtr. Co., whsle. gr., fd. seeds.*
Plains Gr. Co., E. S. Blasdel, millet, cane, kafir.*

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Hammond, Snyder & Co., Inc., receivers, exprs.*
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Taylor & Bourne Co., receivers and shippers.*
Urmston Grain Co., grain commission.*

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Rosenbaum Bros., receivers, shippers.*
Rothchild Co., D., receivers & shippers.
Rumsey & Company, grain commission.
Sawers Grain Co., grain commission.*

CHICAGO (Continued).

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Simons, Day & Co., grain merchants.
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Shepard, Clark & Co., grain merchants.*
Star Elvtr. Co., receivers, grain, hay, straw.*
Strauss & Co., H. M., recvs., shps. hay & grain.*
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O'Donnell Grain Co., wholesale grain.*
Phelps Grain Co., T. D., wholesale grain.*
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Thompson Merc. Co., The W. F., wholesale hay.

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Dumont, Roberts & Co., receivers, shippers.*
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Simmons & Co., F. J., grain & hay.*

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Stockham Grain Co., E., whole grain & feed.*

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Kinney Grain Co., H. E., receiver and shipper.*
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McCardle-Black Co., grain merchants.
Minor, B. B., grain consignments solicited.
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Hayward-Rich Grain Co., grain commission.
Shotwell & Co., C. A., commission, bkg.
Urmston Grain Co., receivers & shippers.*
Witt, Frank A., grain commission & brokerage.*

JACKSON, MICH.

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Board of Trade Members.

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Beyer Grain Co., consignments & mill orders.
Bruce Bros. Grain Co., consignments.
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Denton Kuhn Gr. Co., consignments.*
Ernst-David Grain Co., commission.*
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Hinds Grain Co., The, receivers, shippers.*
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Moore-Seaver Grain Co., receivers & shippers.*
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Taylor & Bourne Co., shps. corn, oats, barley.*

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Getchell-Tanton Co., grain commission.
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Gould Grain Co., receivers & shippers.*
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Lewis & Co., Chas. E., consignments.*
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments solicited.*
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Stair, Christensen & Timerman, gr. commission.*
Van Dusen-Harrington Co., grain merchants.*
Woodward Newhouse Co., grain merchants.
Zimmerman, Otto A., barley & oats my spec'tly.*

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[Incorporated]

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Chicago, Ill., U. S. A., August 25, 1918

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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwdrs.*

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Therrien, A. F., broker.

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Grier & Co., T. A., grain commission.*
Harwood-Young Co., grain commission.

PEORIA (Continued).

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Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
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Young Grau Co., The, grain receivers & shippers.*
Zahm & Co., J. F., grain, seeds.*

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Bruce Bros. Grain Co., Consignments.

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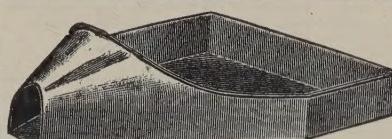
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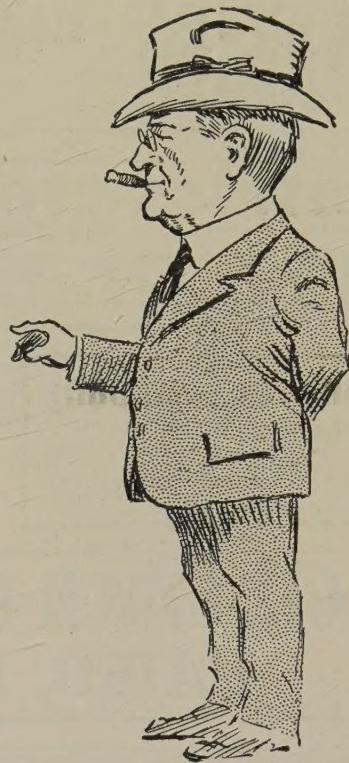
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CONSIGNMENTS AND HEDGING
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where everyone identified with the grain trade will see it and keep it there.

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OF Salvage Grains
Submit Samples and Quote Prices
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Wants Correspondence with members of the
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 "The top o' the market to you."

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 Daily Capacity 3500 Bbls.

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With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and at the same time, a ticket will be ready for the hauler. Very convenient for dealers who regularly issue scale tickets for each load of grain received. Chance of error will be minimized as both the ticket and office record will be the same.

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The printing is crosswise the ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer." Order Form 19GT. Price \$1.00.

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Mississippi corn crop should be moving freely by the middle of September---some few cars earlier than this.

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GRAIN DEALERS JOURNAL

305 So. La Salle St.

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There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

J. B. EHRSAM & SONS MFG. CO.
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Big Business is Just Ahead of You—



Unusual Demand for Coal Handling Machinery
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Are your facilities adequate for handling your present tonnage—and More Business too?

Let us show you a way to reduce your Handling Cost, increase daily deliveries and better your service.

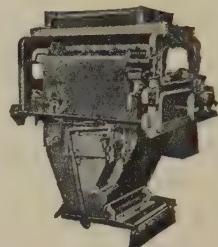
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Loaders
Solves the
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Problem
Send for
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Cover's Dust Protector

Rubber Protector, \$2.00
Sent postpaid on receipt of
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POST YOUR PRICES

TODAY'S PRICES	
OATS	45
CORN	77
WHEAT	101
RYE	118
BARLEY	134
CLOVERSEED	950

and stick to them. The farmer likes to know he is getting a square deal.

An attractive, convenient Bulletin for posting the prices you are bidding for grain, seeds and hay, will save you money.

Price Posting Bulletin Form 1 is made of heavy No. 30 gauge steel, japanned so that it will not rust. Top piece contains the words "TODAY'S PRICES" in bold, white type; punched for screw hooks. Six card holders are hung to top so as to provide room to post prices bid for different commodities.

Card holders are turned over on top and bottom edges so they will hold the cards bearing the words,

Oats, Wheat, Rye, Barley, Y. Corn, W. Corn, Flax, Clover, Timothy, Alsike and Hay; and 10 sets of digits so that the price of each commodity may be easily and quickly posted.

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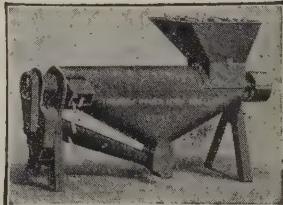
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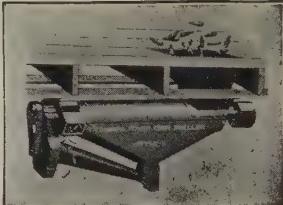
GRAIN DEALERS JOURNAL

315 South La Salle St.

Chicago, Ill.



Style "A" Shellers stand
on the floor.



Style "B" Shellers are hung
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TRIUMPH CORN SHELLERS MADE IN TWO STYLES

Both styles shell corn thoroughly without breaking the cob or the kernels and take little power. Our corn sheller bulletin tells all about them.

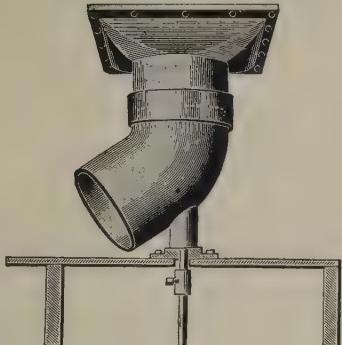
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THE C.O. BARTLETT & SNOW CO.
MAIN OFFICE & WORKS: CLEVELAND OHIO, U.S.A.
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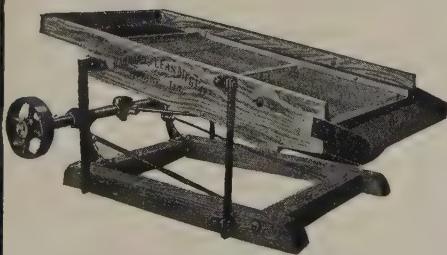
EVERYTHING FOR HANDLING GRAIN



Feed Grinders
Barley Rolls
Screening Mills



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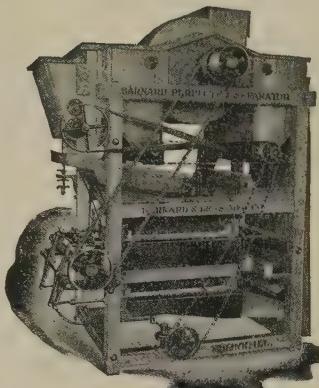
Grain and Feed Screens

This company manufactures complete equipments for grain elevators and flour mills, including power transmission machinery.

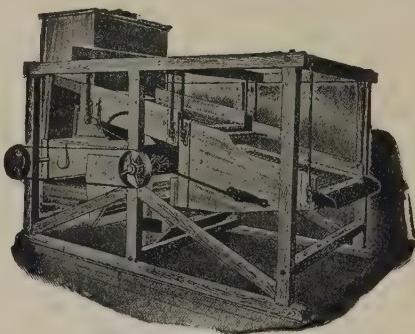
Every department of the business is in charge of specialists, and nothing in any sense inferior ever gets past the watchers on guard.

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We feature everything for handling grain and pride ourselves on the facility with which orders are filled.



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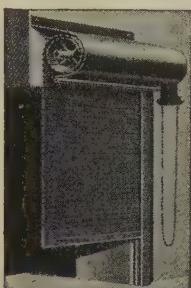
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Chain Gear Operated



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Made of special cold rolled steel, heavy enough to be an absolute protection against fire and burglars. Patented mechanism closes doors automatically in case of fire. All sizes available up to 40 feet wide and 100 feet high.

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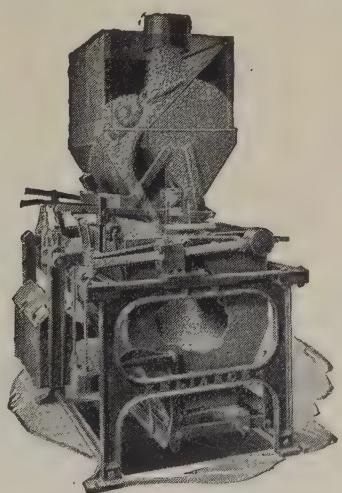
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New and improved features put these scales in a class by themselves. Weigh evenly and accurately, screening the grain for sticks or stalks, and allowing a steady, uniform flow under all conditions.

Send for fuller information

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A S PIONEERS in the manufacture of rubber belt-ing for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

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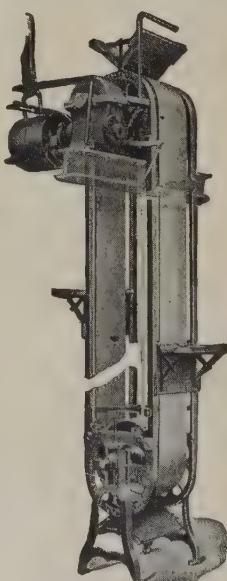
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THE HUMPHREY EMPLOYEE'S ELEVATOR



again was given preference as a part of the equipment of the Chicago & Northwestern Railway Elevator at Milwaukee.

This is proof of the HUMPHREY efficiency in power man-lifts. Saves time and energy of workman.

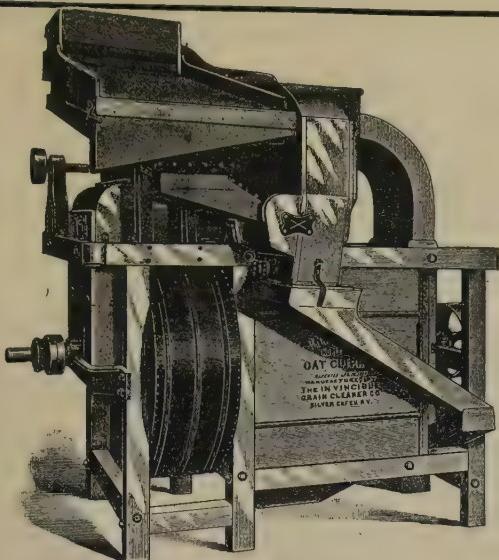
Write for prices and detailed information why the "Humphrey Endless Belt Route" means bigger profits to the owner.

HUMPHREY ELEVATOR COMPANY

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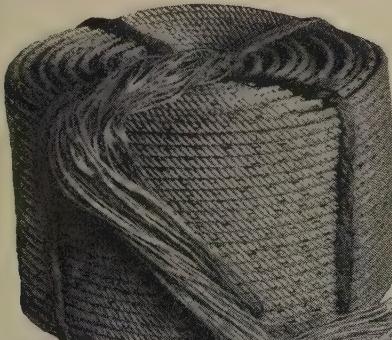
**Do your bit for the Soldiers
They are doing it for you**

Just a reminder that an Oat Clipper of *Quality* will soon pay for itself.

Bulletin No. 25 describes the most complete line of Clippers ever built.

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**INVINCIBLE GRAIN CLEANER CO.
Silver Creek, N. Y.**



FROM MAINSHAFT TO HEAD

Specify AJAX TRANSMISSION Rope in your elevator. Designed especially for grain elevators, it is the best rope the most skillful workmanship can produce. Delays caused by broken transmission rope are expensive. Specify AJAX on your next job.

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**THE ONLY SANE, SAFE THING
to do is to install an All Metal
Fire Proof
Knickerbocker "1905" Cyclone
DUST COLLECTOR**

The Knickerbocker Co.

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ALWAYS GLAD to get the Grain Dealers Journal.—Stafford Grain Co., Hope, Ind.

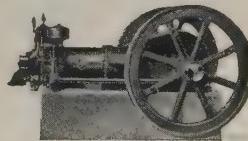
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Gasoline and similar fuels have greater heat value than coal.

"Ottos" do twice the work for the same volume of fuel. They do away with the boiler plant with its expensive labor.

Full engineering data and other information will show you why over 100,000 "Ottos" are now in use. Write today.

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are designed for use by country grain shippers in advising receivers of shipments, giving complete information regarding each car. The carbon copy remaining in the book gives shippers a ready reference for each load.

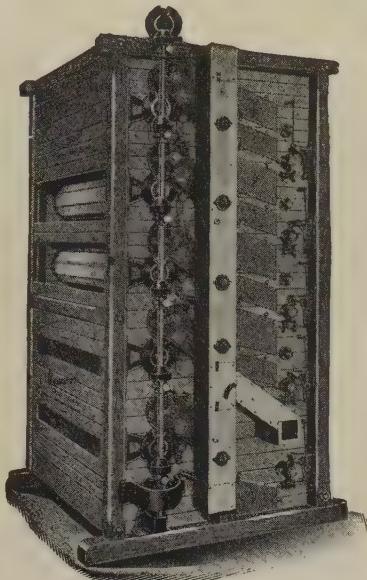
The form shows the grade, kind and weight of grain loaded into car—initials and number, with seal numbers, at station, on date; bill'd shipper's order notify ; draft for \$; made thru bank of to apply on sale of bushels made

Printed on white bond originals, perforated so they may be easily removed without tearing, and yellow manila duplicates. Bound in books of 50 sets with heavy hinged pressboard tops and binders board bottoms, size 5½x8½ inches and supplied with two sheets of carbon. Order form No. 3 S. N. Price 75c. Send all orders to

GRAIN DEALERS JOURNAL,

315 So. La Salle St., Chicago, Ill.

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*Formerly was,
Now is,
and*

ALWAYS WILL BE

ahead of all Competition

*When it comes to making a
thorough and practical separation
of
WHEAT and OATS*

This is the machine that will make you MONEY. Men who desire a thorough separation of oats from wheat should talk with us and let us tell them how we do it.

RICHARDSON GRAIN SEPARATOR CO.

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WINNIPEG

A KEWANEE Renewable Bottom Loading Spout *Saves* Grain, Money, Time, Labor

Every experienced grain man knows that loading spouts wear only on the bottom side.

YOU have thrown away hundreds of dollars in grain spouts because of small holes. 98% of these spouts were still good. When small holes wear in the Kewanee, you don't have to throw away the spout. Just slip in new bottoms at a few cents each. Each section will outwear dozens of bottoms.

A Kewanee Renewable Bottom Loading Spout is a permanent improvement—the old style spout is always temporary. The Kewanee costs about the same as others, but will outlast a dozen of them.

Give us the size of your down spout and length of your present loading spout, and let us show you how to save. A rough sketch will help us. You will be under no obligations.

Kewanee Implement Co.

514 Commercial Street Kewanee, Illinois



Section of
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Spout



Pat. Pending

The Van Ness Safety Roller Bearing Manlift

is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

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We Build
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BOWSHER

Saves 15% to 20% of Feed

Keep Stock Healthier. Crush ear corn (with or without shucks) and Grind all kinds of small grain. 10 sizes 2 to 25 H. P. Conical shaped grinders—different from all others.

Lightest Running Feed Mills

Handy to operate. Ask why; and state size of your engine.

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For Accurate Moisture Tests
use our Grain Dealers Air Tight
Cans for forwarding your grain
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The Improved MORRIS GRAIN DRIER

with automatic
intermittent feed.

The Strong-Scott Mfg. Co.

"Every thing for every mill and Elevator"

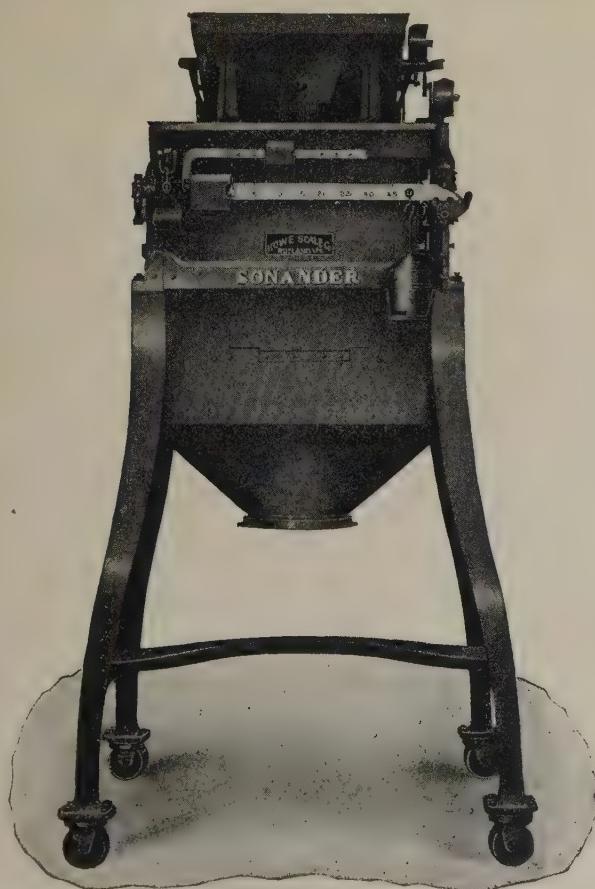
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Write for new circular

SPOKANE



Sonander Bagging Scales

Have the accuracy, capacity, simplicity and ease of operation that characterize the Howe standard. Adaptable to all kinds of grain and field seeds, cereals and feeds, accommodating a wide range of different size bags, and automatically closing when correct weight has been registered. "Ask the man who owns one" by sending for batch of testimonials. These scales are a success wherever introduced, and the measure of satisfaction they give is bringing new business right along.

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The Worlds Largest Grain Elevator- Westinghouse

In the construction of this world's largest grain elevator, where the dependability of the equipment chosen was so important, it was only natural that Westinghouse Power Plant Equipment was given the preference over others.

Turbine - Generators, Condensers and Underfeed Stokers were selected for the Power Plant of the Calumet Terminal Elevator of the Chicago & Northwestern Railway Co.

Westinghouse Electric & Mfg. Co.

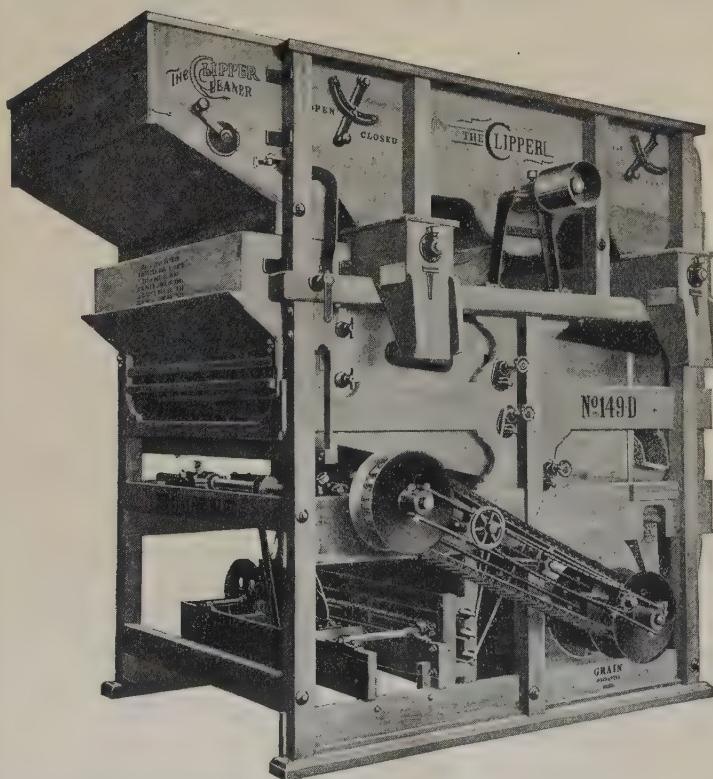
East Pittsburgh, Pa.

To have a capacity of 10,000,000 bushels



Westinghouse

The "CLIPPER" DOUBLE SUCTION GRAIN CLEANER



No other machine has as many wonderful TIME SAVING and LABOR SAVING devices as the Clipper Cleaners. Skilled labor is daily becoming more difficult to secure. Every move, every minute saved will enable you the more easily to take care of your business.

The Variable Air Regulator enables you to secure any desired degree of air blast without any annoying changes of pulleys or shifting of belts. A simple turn of the wheel does the trick.

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Our Traveling Brush System keeps the screens from clogging and the machine working at its highest efficiency ALL THE TIME.

Ball Bearings on Exhaust Fans reduce friction, eliminate hot bearings and save power.

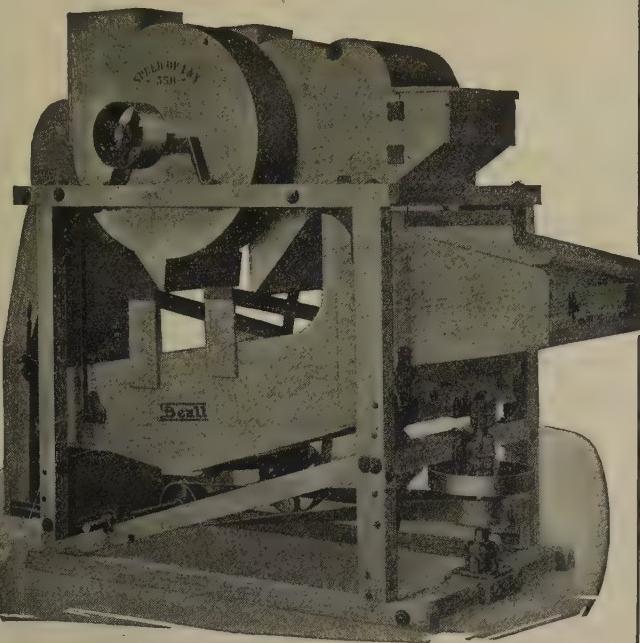
The yearly balance sheet of the user of Clipper Cleaners shows that it pays to have the best that can be procured in the line of grain or seed cleaning machinery.

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A. T. FERRELL & CO.,

Saginaw, W. S. Mich.

The Beall



Grain Separator

A splendidly-balanced, smooth-running machine that pays a good profit wherever used, cleaning grain evenly and thoroughly with two independent fans.

Beall

THE MARK OF QUALITY

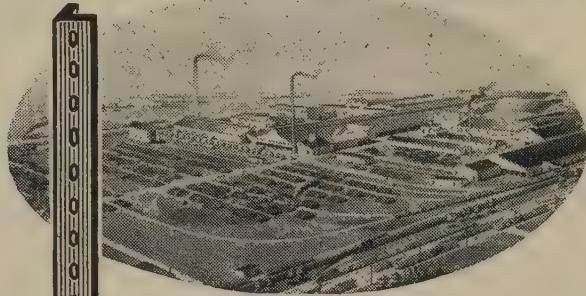
The air system is as perfect as modern ingenuity can make it. Never any disappointment. Send for Catalogue giving full working particulars and complete details.

Beall Improvements Co.
Decatur, Illinois

THE MILL BEHIND

Ankorite

STEEL DRIVE POSTS



The Patented CRIMPED ANCHOR



Ankorite
STEEL FENCE POSTS

From the Mill Direct to You

Ankorite posts are manufactured and guaranteed by one of the largest concerns of its kind in the country. That means protection to every dealer taking up their sale and co-operation in the broadest sense of the word; it means positive assurance of a high quality of product and effective sales promotion—a policy of working with the dealer and for the dealer handling Ankorite posts.

The Ankorite is the Post Supreme — Its Exclusive Sale is a Valuable Asset

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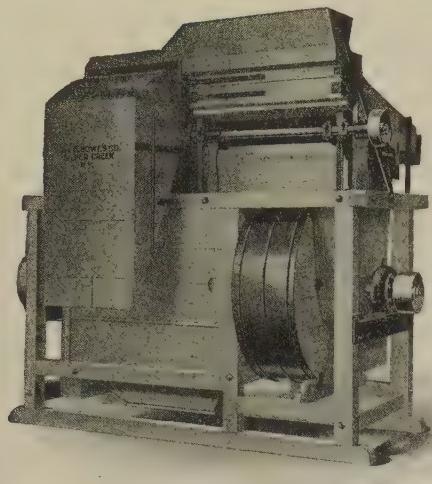
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IN ANY QUANTITY**

Write for New Catalogue and Sales Proposition

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Established 1907
Dept. 18, 208 S. La Salle Street

Chicago, Illinois



**Our No. 75
Catalog
On
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BUY MORE LIBERTY BONDS

EUREKA

COMBINATION

**1 OAT CLIPPER
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3 GRAIN CLEANER**

This
3 in 1 Unit

is the finest general utility machine now offered.
You can do any and all kinds of work
with it.

In the
"Eureka"
there's to be found individuality of mechanical design, and individuality of service.



S. HOWES COMPANY, Inc.
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Emerson Kicker for "Dockage"

USED BY
U. S. Grain Standardization Bureau

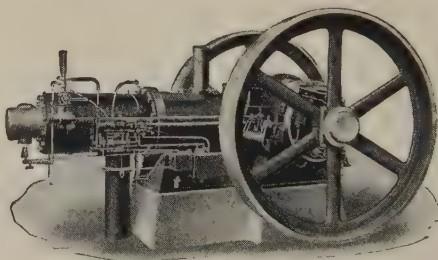


DOCKAGE has caused considerable ill feeling between the elevator man and his farmer patrons. It is to the Grain Dealers' advantage to install a machine that will prove to the farmer that the "DOCKAGE" is "ON THE SQUARE." They prefer to sell their grain to an elevator where guess work has been eliminated; where DOCKAGE is determined on "THE EMERSON" "Oats from Wheat Tester."

It is installed in over 8,000 elevators, flour mills, grain inspection departments, boards of trade, and the U. S. Grain Standardization Department. We guarantee not a kernel of oats left in the sample and not a kernel of wheat lost with the oats. Write for illustrated literature descriptive of this tester.

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Develop their horse-power rating on a smaller quantity of fuel than any other engine.

Give more power for the same money, which means the lowest possible cost of operation.

Represent the maximum of engine satisfaction with nothing in sight to equal them for the money.

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"Western"
Line



Elevator Machinery

The "Western Line" comprises everything needed to make an Elevator efficient and successful. We manufacture all necessary equipment, and anticipate fully the requirements of the trade. If your plant is fitted with "Western" machinery there is little fear of difficulty, but whenever things go wrong this is the house to supply you. We employ a large force of expert engineers and have spent a lifetime studying the needs of Elevator requirements. All our facilities are at your disposal. This is only a suggestion of the lines we carry:

*Cleaners
Shellers
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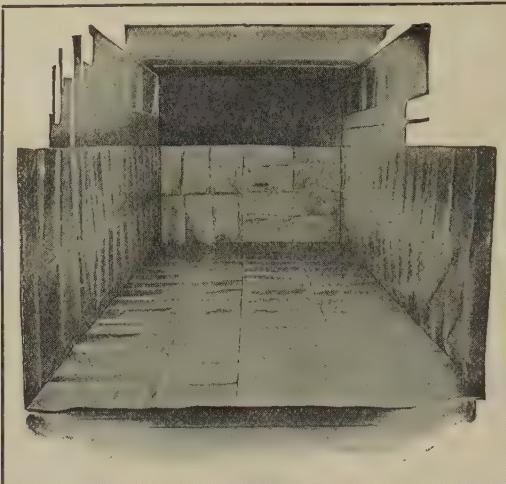
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Forty years of continuous service and satisfaction has given the "Western" line a reputation for reliability and performance that to us is as good as a copyright. Whenever equipment is wanted in a hurry we are at our best, and if you've the slightest idea of remodelling or repairing, get in touch with us at once. You should have a copy of our Catalogue for quick reference, and always think "Western" first in case of emergency.

The Union Iron Works
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make old cars useful, and defective cars feasible. Once used, always used. Easy to handle and quick to install.



Kennedy Car Liners

prevent all leakage of grain in transit and pay for themselves. Send for illustrated literature.

The general shortage of railroad equipment necessitates using cars in more or less bad order, cars with defective ends and corners, and cars to which grain doors cannot be properly fitted. All of these cars can quickly be made available for grain shipments if fitted with Kennedy Liners. Write or wire at once for full particulars. We can make you a proposition that will appeal at once. Rush orders a specialty.

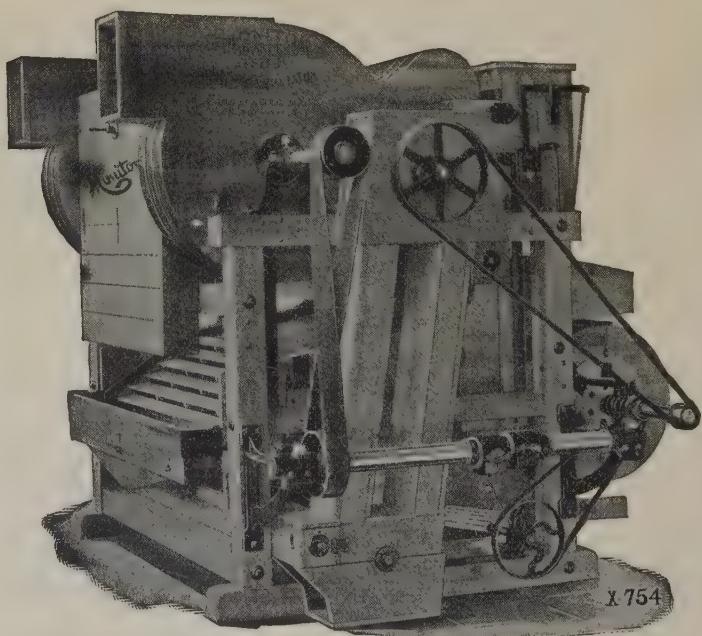
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Northwestern Separator

Will do more and better cleaning of Succotash Mixtures than was ever done until this machine was produced. We stand ready to prove this in any elevator.

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PAINT SERVICE
DIXON'S
SILICA-GRAPHITE
PAINT

gave fourteen years' paint service on elevators owned by the Globe Elevator Company. Other grain elevator concerns have had similar experience. The reason why Dixon's Paint is most widely used on grain elevators is because

It Lasts Longer;
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By using DIXON'S SILICA-GRAPHITE PAINT, you SOLVE your paint worries; you lower your yearly paint costs, and you get superior service. Booklet No. 15B is free.

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No, you can't afford to say "I'll wait 'till after the War." NOW is the Time. NOW, if ever, AMERICA needs elevators that have the most modern and up-to-date equipment, in order to handle the vast crops of grain that are being raised this year.

It is very necessary that we save labor in every way, and at the same time push the work along at a good speed.

Make the controller that you already have, like new, by refilling it with oil.

**It's a Trade-Getter—
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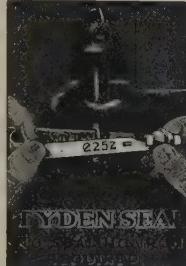
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Bearing shipper's name
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6000 SHIPPERS
Are now using them.
Write for samples
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Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The

Combined Grain Cleaner

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Used by hundreds of elevator owners. List of users will be sent you on request.

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Corn Grading
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Bean and Seed Testing Scales
Special Scales for Special Purposes

Torsion Balances

—have—
No Knife-edges—No Friction—
No Wear—No Concealed
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Used by U. S. Dept. of Agriculture, Test-
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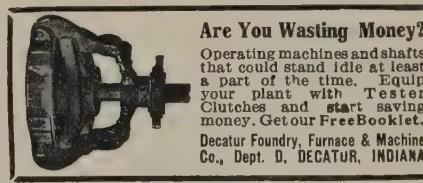
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Style No. 6000
Corn Grading Balance

MANY THANKS for hustling to us the supplies ordered. We surely appreciate your efforts, always whooping things along. No trade paper we know of can compare with your institution.—Redkey Equity Exchange Co., Redkey, Ind., D. M. McKenzie, Mgr.



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ELEVATOR LEG**

Installed and CAPACITY guaranteed under test in your elevator.
Send for proposition.



If you will look at the expense account for the last five years of your distributing outfit including all its paraphernalia, you will instantly see, that, had you installed a

Hall Signaling Non-Mixing Distributor

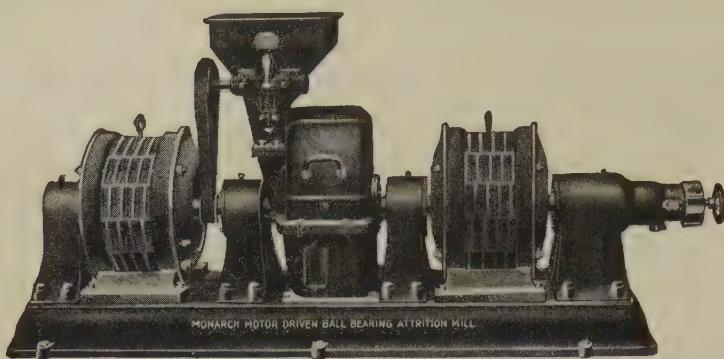
THEN, it would cost you nothing NOW.

This result is often multiplied every few months, instead of years.

The Hall Distributor outlasts every other piece of grain machinery in your elevator.

This item of cost of the device itself is only one feature of the saving.

Hall Distributor Company, 222 Railway Exchange **Omaha, Nebr.**



If interested in the easiest-running, smoothest-working mill of its kind, write for Catalogue D, No. 115. Everyone doesn't know how fine a proposition we have to offer, and how thoroughly successful we are in the lines that we control. There is nothing in sight to equal

The "Monarch" Ball Bearing Attrition Mill

which is built for service. Every detail of quality and finish insures the highest possible efficiency. Coupled with the assurance that anything we send out is full first-class in every particular.

Write us your requirements. We are mill specialists.

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IT MOVES THE CAR

by imparting a turning motion to the wheel—not by lifting it off the rail. It is because it does the thing that is desired, and because it is sturdily built of the best materials that the

NEW BADGER

has for so many years given perfect satisfaction to hundreds of grain dealers all over the country. We will send the **New Badger** to you **free** and permit you to try it on cars of your own siding for **Thirty Days**. If it is satisfactory we are to receive \$5.00 for the Car Mover, f. o. b. Appleton, but if not satisfactory it can be returned and we pay freight both ways. Write the letter and we will send the **New Badger** right away.

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in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

Clark's Oat Values

are designed to show at a glance the value of any quantity of oats at any price per bushel of 32 lbs. from 10c to 79c. The use of these tables may be puzzling at first, but a little study will enable anyone to use them with great saving of time and labor.

These tables reduce from pounds to bushels of 32 pounds, and also to dollars and cents on the same page. They are simple, compact and convenient. The pounds are expressed in red figures and the bushels and values are expressed in heavy black figures.

REDUCTIONS FROM POUNDS TO BUSHELS

The pounds are printed in red ink in the column headed "Pounds." The bushels are printed in black ink in the column headed "Bushels" on a horizontal line with the equivalent number of pounds.

It will be noticed that in the pounds column the *two right hand digits* of each number are in light-faced type, while all the remaining digits are in heavy-faced type. Under the one head, "Bushels" are two columns, the purpose being to condense the table and make it more convenient. The right-hand "Bushels" column contains the reductions from the entire red numbers in the pounds column; while the left-hand "Bushels" column contains the reductions from *only* the heavy-faced numbers in the pounds column. *For example*, 10000 pounds may be read in two ways, "ten thousand" pounds, or (by ignoring the two digits in light-faced type) "one hundred" pounds. In the reduction of 10,000 pounds of Oats to bushels, first find the number 10,000 in the pounds column; then by following the horizontal line to the right-hand "Bushels" column we find that 10,000 pounds equals 312 bushels, 16 pounds; and, on the same line in the left-hand bushels column, we find that 100 pounds equals 3 bushels, 4 pounds.

FOR EXAMPLE

To reduce 62,300 pounds of Oats to bushels:	
62,000 lbs. equals	1937 bu. 16 lb.
300 lbs. equals	9 bu. 12 lb.
62,300 lbs. equals ..	1946 bu. 28 lb.

REDUCTIONS TO DOLLARS AND CENTS

To find the value of any weight at a given price per bushel, turn to the page which has that price at the top of the column. The values are expressed in the columns headed by the price per bushel. Thus, to find the value of 10,000 pounds of Oats at 35c per bushel, we first find 10,000 in the column headed "Pounds," then follow the horizontal line across the page to the column headed "35c", where we find \$109.375, the value of 10,000 pounds. And, to find the value of 100 pounds, we merely point off two places to the left in the values column; thus, 100 pounds @ 35c per bushel is worth \$1.09. The value of any quantity at one-quarter, and at one-half cent per bushel is also given.

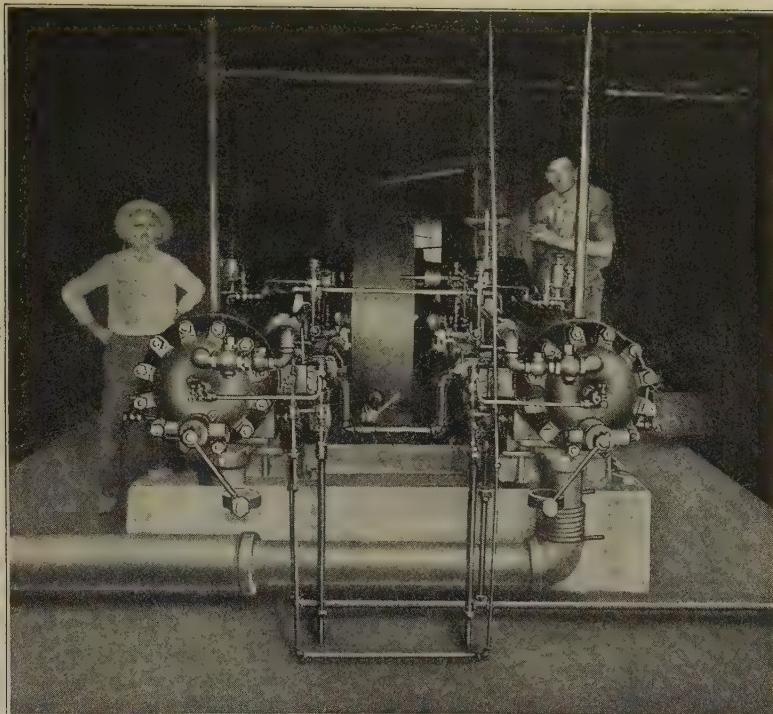
In some cases a simple addition will be necessary in order to find the value.

FOR EXAMPLE

The value of 4,200 pounds of Oats @ 32c per bushel:	
In the 4th line, we have 4,000 lbs. @ 32c-\$40.00	
In the 20th line, we have 200 lbs. @ 32c- 2.00	
4,200 lbs. @ 32c-\$42.00	

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The Crosshead Construction Feature of Giant Engines Secures:

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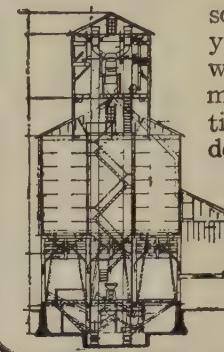
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so simple and self-explanatory that
you can readily see at a glance just
what you are getting, and you can
make those changes which conditions
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demand on paper. And after seeing
what you want you get, if
you give the contract to

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Especially Designed for Economy of
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IF you wish to build your elevator
right, my eighteen years experience
is at your command.

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long as we know the Journal will be
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R. E. Jones Co., Wabasha, Minn.

We have the most complete
organization in the Northwest
for the construction of

**GRAIN and COAL
ELEVATORS**

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HELP or a POSITION,

can be obtained quickly by placing
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We make plans and build up-to-date
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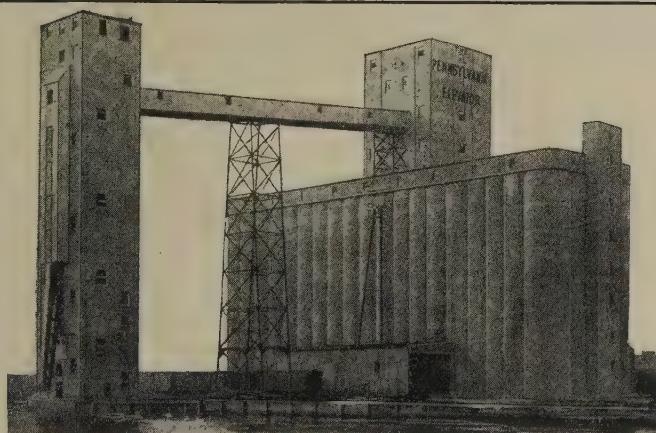
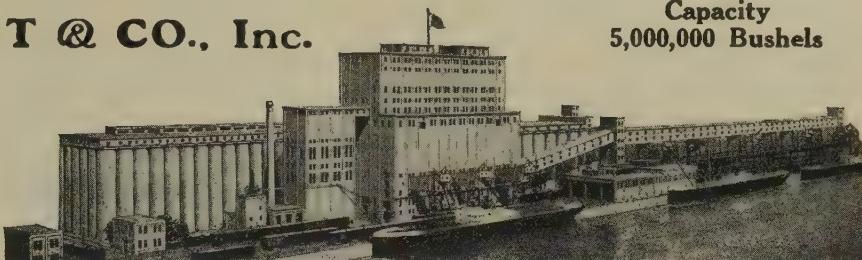
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Capacity
5,000,000 Bushels



Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

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B Burrell Built Elevators
are Better—
the kind you need
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Contracts and Builds
Modern Grain Elevators
We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg. Let us show you.
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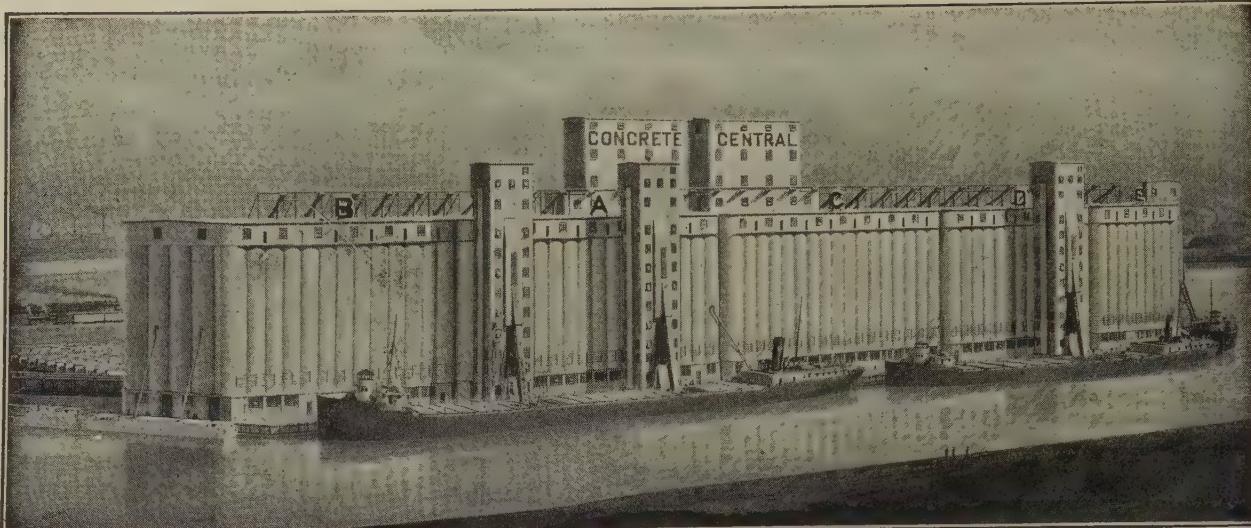
MACDONALD ENGINEERING CO.
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1916
1916
Its Reward

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Chamber of Commerce

BUFFALO, N. Y.



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The workhouse contains fifty-one bins in addition to the legs for unloading, transferring and blending. The total grain storage of the entire plant will be about two million bushels.

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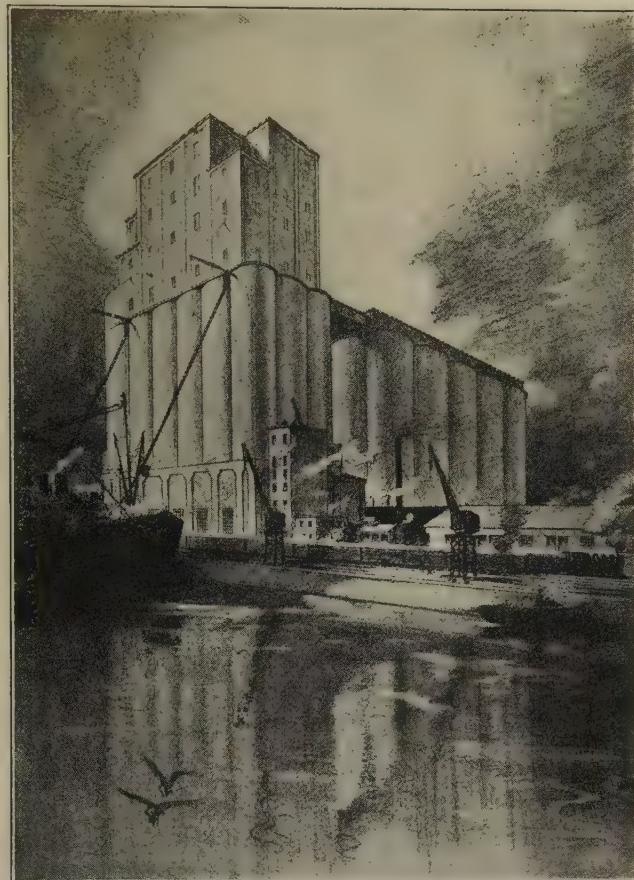
is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 car loads.

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Wide columns are provided for recording these facts under the respective heads.

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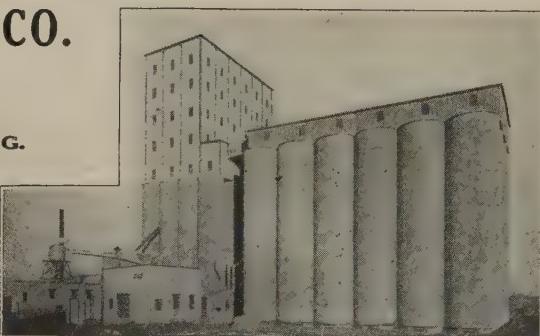
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GRAIN EXCHANGE,
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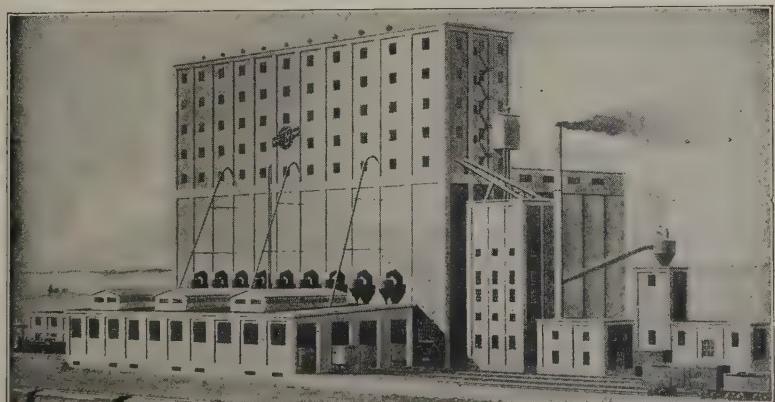
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175,000 Bu. Fireproof Elevator, Western Terminal, Ft. William
500,000 Bu. Fireproof Elevator, N. M. Patterson Co., Ft. William
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Complete Fireproof Plant—Mill, Warehouse and Elevator—for
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The 1,250,000 Bushel

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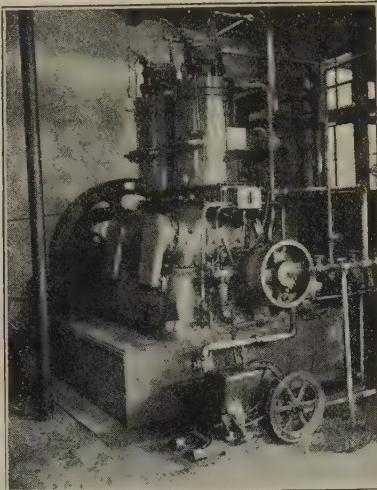
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MILLS AND ELEVATORS

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Read the whole letter.

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All Kinds of
Feed.
ROBINSON CLOVER
BEEFUP COKE

AS per your request we are mailing you under separate cover a photo of the Type "Y" Engine bought of you last year. We hope that the photo will look to you as good as the engine does to us and will give you as much satisfaction. We must confess that we have done when you put off to your people for building an engine as good satisfaction so far as we require very little attention. It is giving us very good service at the same time. This is more than we ever could pull with our corn meal plant, as well as our nutrition feed mill, and the elevator all at the same time. This is more than we ever could pull with our Gorilla steam plant and we had a 12 horse engine. It takes very little fuel oil to keep it going. It is a great saving over steam. And engineers now days that know anything about their business is hard to get hold of, and coal is way out of sight in price and hard to

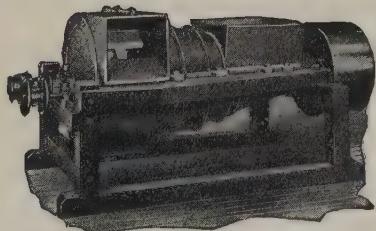
while with steam we would figure on losing about 30 to 40 minutes and here we have no fire to burn when we turn on the oil we are done until next day. The rates on our insurance have also been reduced since putting in the Oil Engine. No more steam flour or any other power and we have just about tried them all. The Oil Engine is the best and cheapest power that we have ever used and we have been in the milling business some 35 or more years and in those years which have been ups and downs for us we have besides used steam have had water power by a mill site and a mill by a dam site. We have also used electric power but excuse us for any more of that.

In closing this letter will say that you people have given us a square deal and any time that you happen along this way be sure to stop in as the latch string hangs out and the reading over the door is "Visitors Are Always Welcome." And this means you.

Yours very truly,
HARLAN CITY ROLLER MILLS.
C. C. RASMUSSEN & SON, PROP.

Elevator Machinery

In these days of record crops and labor shortage it will pay to equip your elevator with the best grain machinery. That means a careful investigation of



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The "U. S. Line"

which holds a premier position with the trade and measures up to the highest expectations. None better made and none more reasonably priced. Send for catalogue.

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30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

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CENTRAL ILLINOIS ELEVATORS.
I have 5 plants located at good stations ranging in price from \$5,000 to \$40,000. Negotiations confidential. Phone or write for detailed information.
C. A. Burks, Elevator Broker, Decatur, Ill.

FOR SALE OR LEASE—8,000-bu. capacity elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex Verdot & Co., Bonnot's Mill, Mo.

FOR SALE—15,000 Bu. Elevator with additions for feed and flour; corn crib, electric power. Best corn, oats and barley country in Iowa. Two railroads, one elevator on each road, can ship on either road. Fine location and competition. Reason for selling is old age—owner is now seventy, and boy in the war. Address Home, Box 4, Grain Dealers Journal, Chicago.

Elevator and Mill For Sale

First-class small terminal elevator and feed mill combined; practically new. Best paying business in Omaha. Having disposed of larger grain interests here and wishing to look after more important interests elsewhere in west, is the owner's reason for selling. Satisfactory arrangement as to payment can be made. Not a large investment. Inquire of

JOHN A. CAVERS
539 Grain Exchange Building
OMAHA, NEBRASKA

ELEVATORS FOR SALE

ELEVATOR AND COAL SHEDS close to Rochester, Minn.; live town; good business. Enquire Box 572, Saint Ansgar, Ia.

FOR QUICK SALE—We offer two good country elevators located in Western Iowa at \$5,500.00. No competition. Address Ruskin, Box 4, Grain Dealers Journal, Chicago.

FOR SALE—Elevator and coal-yard in Northwestern Ohio. Will pay 40% dividends. No trade. Price, \$16,000. If you mean business, address Fair, Box 3, Grain Dealers Journal, Chicago.

FOR SALE CHEAP—Modern elevator of 35,000 bu. capacity; doing a good business in the best corn and oats country in the land. Price \$17,000. Modern residence included. Address Country, Box 4, Grain Dealers Journal, Chicago.

GOOD CRIBBED ELEVATOR, 35,000 bu. Coal business and modern residence with 2 acres of ground; located on I. C. R. R. in good town in Central Illinois. Address Heart, Box 3, Grain Dealers Journal, Chicago.

FOR SALE—Three elevators in Northwest Oklahoma. Best wheat belt in state. All well located in good live towns. Good schools and churches. Bargain if sold soon. Address Head, Box 5, Grain Dealers Journal, Chicago.

FOR SALE—Grain elevator with coal and hardware business. Real estate and private tracks on Penna. Lines. Good cash bargain. Fine location on acre of ground; old stand, main street of city. Chas. B. Ruch, Washington, Pa.

KANSAS elevator for sale, 15,000 bu. capacity, built in 1915. Equipment consists of Grain Cleaner, Automatic Scale, Car Loader and 12 H. P. Fairbanks-Morse Engine. For information, write Seguin Grain Co., Seguin, Kas.

FOR SALE—50,000 capacity cribbed elevator, including dwelling and about two acres of land. Located on Q in Western Illinois. Electric power, fully equipped, price \$9,000.00, easy terms. Big crop to handle. Address Crop, Box 2, Grain Dealers Journal, Chicago.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

BUSINESS OPPORTUNITIES.

IF YOU WANT to sell or exchange your property, write me. John J. Black, 57th St., Chippewa Falls, Wisc.

ELEVATORS FOR RENT.

GRAIN ELEVATOR, from 400,000 to 700,000 bu. capacity, with power plant, dry kilns of good capacity, and cleaning equipment, for rent. Located in City of Chicago, 20 minutes from the Loop. Could be used either for salvage or good grain. Reasonable rental. If interested communicate at once with Rental, Box 4, Grain Dealers Journal, Chicago.

Give a Journal "Wanted—For Sale" ad something to do for you—it needn't be something easy.

ELEVATORS WANTED.

WANTED information of good elevator for sale. C. C. Shepard, Minneapolis.

ELEVATOR WANTED in good town, Central Illinois preferred. Would consider partnership if business would justify. Earnest, Box 4, Grain Dealers Journal, Chicago.

ELEVATOR WANTED—In N. E. Kansas, S. E. Nebraska, or N. W. Missouri, for cash; preferably with seeds, feeds and coal, or any of these. Advise as to shipments, competition, location and price. H. 26, Box 2, Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

JAMES M. MAGUIRE
6454 Minerva Ave., Chicago, Ill.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

OFFICE SUPPLIES.

CHECK WRITER and Protector, F. & E., new; will sell for \$25.00. Cecil E. Danielson, Langford, S. D.

TYPEWRITERS—All Makes. Factory Rebuilt, good as new, guaranteed, lowest prices. Good prices for your old machines; write for catalog. (Estab. 1904.) Ben Samuels & Co., 219 S. Dearborn St., Chicago.

SCREENINGS WANTED

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

WANTED.

Electric Motors and Machinery at once. Nathan Klein & Co., 208-K Centre St., N. Y.

WANTED—60 to 100 bu. secondhand hopper scale; also 8 to 12 h. p. Kerosene Engine. Must be in good condition. W. W. Boughner, Fountain, Mich.

When the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

The GRAIN DEALERS JOURNAL.

ENGINES FOR SALE.

GAS ENGINES—15 h. p. and 60 h. p. 635 Rockdale Ave., Cincinnati, O.

ENGINE, 25 h.p., Fairbanks—for sale. Good as new. C. F. Cooper, Stockton, Kan.

GAS ENGINE, 16 h.p. for sale. Fine condition. 321 N. Crawford Ave., Chicago.

HOWE GASOLINE ENGINE—14 h.p. for sale. In good condition. A bargain at \$200. Valparaiso Grain & Lumber Co., Valparaiso, Neb.

ONE 20 h. p. GAS, gasoline or kerosene engine; in good shape, with water tank and two gas tanks, together with piping, will sell for \$300. Aurora Mill Work Co., Aurora, Ill.

INTERNATIONAL ENGINE, 25 h.p., 2 cylinder vertical for sale with 25 h.p. gas-producing plant in connection. As good as new; used only 6 weeks. A bargain. Write C. A. Kerber, Elgin, Ill.

FOR SALE—One 4 cylinder vertical Lawson Engine, 50 h.p., kerosene jump spark ignition, Dixie magneto, speed 430 r.p.m. Suitable for grist mill or large lighting plant. In good shape. Can show as it is running in our mill now. No reasonable offer refused. Fifield-Halverson Lumber Co., Milton Junction, Wis.

DYNAMOS—MOTORS.

FOR SALE—30 h. p. Westinghouse electric motor in good order. Marshall Grain Co., Watonga, Okla.

ELECTRIC motors, generators, also engines; guaranteed condition. We buy, rent, sell and repair. Independent Electric Machinery Co., Kansas City, Mo.

ELECTRIC MOTORS and Generators direct and alternating current. All sizes. Aaron Electric Co., 15 S. Clinton St., Chicago.

MOTORS—Who wants to buy a motor? You will find him looking in the DYNAMOS-MOTORS column for the best that's offered.

BAGS—BAGGING—BURLAP.

GRAIN BAGS FOR RENT. Any quantity. For terms write Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet-ing, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

BAGS—BAGS—BAGS

We pay highest prices for empty bags, and pay the freight. Ship us your second-hand bags, or write us what you have so we can quote you. Satisfaction guaranteed. Our check goes out the day the bags come in. Lincoln Bag Co., Dept. G., Springfield, Ill.

MALE HELP WANTED.

WANTED—THOROLY competent grain man. Must be well experienced. Write, stating age and salary expected. Schreiber Milling & Grain Co., St. Joseph, Mo.

MANAGER for several of our country elevators—at once. State age, whether married or single, nationality and experience, in first letter. Address AX, Box 4, Grain Dealers Journal, Chicago.

WANTED—Second man, not subject to draft, for lumber, grain and coal business. A good paying position for a man who wants a permanent job and is willing to work. Address W. H., Box 3, Grain Dealers Journal, Chicago.

WANTED—Feed mill superintendent for plant near New York. Active man familiar with molasses feeds and general mill work. Must have practical experience and good references. Write quickly stating qualifications and salary desired. Address: Confidential, Box 126, Madison Square Station, New York City.

Under **SITUATIONS WANTED** you will find a capable manager, grain buyer, or traveling solicitor. The man who has enough push to advertise his services in a high class trade journal is the kind of a man you want.

TRACK SCALES FOR SALE.

125,000 TRACK SCALE for sale, Fairbanks, 42 ft. long. In good condition. Reasons for selling, too small for us. Wm. A. Coombs Milling Co., Coldwater, Mich.

BELTING FOR SALE.

WIDE RUBBER BELT for sale cheap, 11½", 15", 17½", 18", 22", 24", 29". Write 321 N. Crawford Ave., Chicago.

DO YOU NEED HELP?

"Man cannot live by bread alone," and it is also true he cannot live without bread or the cereals used in its production. More than ever is the nation concentrating its forces on producing and saving its grains. It makes a strain on the grain elevator, which, instead of having all the help it had in former days, finds it has lost many of its strong young men to the service.

This is where the Want Ad Man's services are in demand. When we find the right help for a company we feel we are doing a little something to further the nation's plan. A letter or a telegram such as this: "Put us in touch immediately with a good manager," is gladly received and answered without delay.

What help do YOU need to keep your elevator running full capacity? Whether it be help for office, unskilled or skilled laborer, weighman, grain buyer, solicitor, or manager, write and tell

THE WANT AD MAN.

SITUATIONS WANTED.

EXPERIENCED MAN wants position in elevator. Five yrs. manager for one firm. Par, Box 2, Grain Dealers Journal, Chicago.

WANTED—Experienced grain buyer wants position in grain elevator; not in draft. Notify K 240, Box 4, Grain Dealers Journal, Chicago.

WANTED—Position by experienced traveling solicitor. Will pay personal expenses for interview. Address Solicitor, Box 9, Grain Dealers Journal, Chicago.

WANTED—Position as general manager of Elvtr. by competent experienced young man. No job too large. Address Ohio, Box 2, Grain Dealers Journal, Chicago.

WANTED—Position as manager for Farmers elevator or line house, 10 years a grain buyer. Nothing less than \$125.00 considered. Address Hills, Box 3, Grain Dealers Journal, Chicago.

WANTED—Position as traveling solicitor for large grain firm. 10 yrs. experience. References given. Expect good salary and want plenty work. Address Busy, Box 4, Grain Dealers Journal, Chicago.

GRAIN BUYER wants position. Years of experience; best of references. Minnesota or North Dakota preferred. Married, not subject to draft. Address H. G., Box 9, Grain Dealers Journal, Chicago.

WANTED POSITION as manager of grain elevator. I have had 20 yrs. successful experience; can give present employers as reference. Indiana or Ohio preferred. Address O-Ind., Box 1, Grain Dealers Journal, Chicago.

MEN WANTED—Elevator managers are in demand. Insert your advertisement in the Grain Dealers Journal to get the position that is waiting for you.

STEAM ENGINES, BOILERS.

BOILERS—high pressure, 18, 20 and 30 h. p. Engines 6, 10, 20, 60 and 150 h. p. Gas engines, 6, 9, 26 & 30 h. p. Heaters, pumps. Casey Boiler Works, Springfield, O.

FOR SALE—One 100 h. p. and one 60 h. p. steam engine in good condition, also dust collectors, and other mill and elevator machinery. Write Wells-Abbott-Nieman Co., Schuyler, Neb.

1 TANDEM COMPOUND Engine, 14x30 x42, with surface condenser and belt pump, 1 Sterlizing water tube boiler, 150 h. p., one flywheel 15 ft. in diam., ten grooves, 1½ in. rope. Red Wing Mfg. Co., Red Wing, Minn.

FOR SALE—200 H. P. Buckeye engine in first class condition; it has been used only a few years and has never been overloaded; must be seen to be appreciated. Cut-singer & Thompson, Shelbyville, Ind.

FIRST—Get Bulletin 237, or Wire ZELNICKER IN ST. LOUIS

Before buying or selling
CARS, RAILS
Steam and Electric Power Plant Equipment
Machinery—Tanks—etc.
What have you for sale.

Before You Buy or Sell

SECOND HAND BAGS

GET "WESTERN'S" PRICE

WESTERN BAG & BURLAP CO., Chicago

IMMEDIATE RESULTS

Gilchrist & Co. of McGregor, Iowa, write under date of July 13, 1918—"You can discontinue our ad in the GRAIN DEALERS JOURNAL as we have sold the elevators we advertised. You may be interested to know that the first enquiry resulted in a sale a few days after we received it."

SCALE FOR SALE.

1—NO. 84,000 HOPPER SCALE, type beam. Red Wing Mfg. Co., Red Wing, Minn.

1—30 TON FAIRBANKS-MORSE Hopper Scale. Price \$90.00. Miller Cereal Co., Omaha, Neb.

AVERY AUTOMATIC GRAIN SCALE, 750 bu. per hour, used very little, guaranteed condition, cheap. Milwaukee Scale & Supply Co., Milwaukee, Wis.

ONE 40,000 lb. Fairbanks Hopper Scale. In good condition.

One 1,000-bu. Sonander Automatic Scale. One 750-bu. Avery Automatic Scale. Richardson Scale Company, 328 Omaha Grain Exchange, Omaha, Neb.

SCALES FOR SALE.
4, 6, and 8 ton second-hand wagon scales, thoroly overhauled and refitted.

New 4, 5, 6, 10 and 15 ton Wagon Scales, also Dormant, Hopper and Warehouse Scales. Write for prices, stating requirements. Standard Scale Co., 167 North May St., Chicago, Ill.

MACHINES FOR SALE.

PNEUMATIC DUST COLLECTORS, two, size 6x8, Barnard & Leas; very little used, have new cloth on and ready for immediate use. Address Davenport Pearl Button Co., Davenport, Ia.

STEEL ELEVATOR LEG for sale, 76 ft. from inlet to discharge, with steel head and boot, has 5x9 cups, 42 inch head pulley, roller chain drive, and 5 ply rubber belt. Never used, owing to change in plan. Price \$800.00, F. O. B. Chicago, Hess Warming & Ventilating Co., 5 N. LaSalle St., Chicago.

FOR SALE.

REBUILT MACHINERY AT BARGAIN PRICES TO TURN QUICKLY.

ATTRITION MILLS: one 18-in. Robinson; two 24-in. Cogswell; one 24-in. Foos; one 24-in. Sprout, Waldron.

SCALES: One Fairbanks' Portable on wheels, platform 42x31 inches; two counter; one 1½ bu. automatic; one 600 lb. Fairbanks' Platform.

Orville Simpson Company,
1224 Knowlton St.,
Cincinnati, O.

SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO.
2439 N. Crawford Ave. — Chicago, Ill.

MACHINES FOR SALE.

FOR SALE—1 No. 11 Monitor Oat Clipper. Never used. Immediate delivery. Frank Marshall, 315 So. La Salle St., Chicago.

1—NO. 33 BARNARD & LEAS Grain Separator with sieves and ball-bearing equipment. Price \$150.00. Miller Cereal Mills, Omaha, Neb.

WE BUY & SELL Boilers, Steam & Gaso. Engines, Motors, Scales, Elev. & Mill Mach'y. of all kinds. National Mach'y. Warehouse, 700 W. 22nd St., Chicago.

FOR SALE—37 12"x6" elevator cups, never been used. 90' of 4 ply 12" rubber belt with 11"x6" cups attached; used only 18 months. John C. Jindrich, Swaledale, Ia.

FOR SALE—1000 feet of spiral steel conveyor 4" to 16". Big lot of heavy elevator belting and cups, Salem buckets. No. 7 Clipper, No. 3 Monitor, No. 3 Eureka Receiving Separator. 20 carloads of everything in the elevator and milling line. A. D. Hughes Co., Wayland, Mich.

REAL BARGAINS

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,
9 S. Clinton St., Chicago, Ill.

ALBERT MILLER & COMPANY

Handlers of everything in

HAY and STRAW

"CONSIGNMENTS AND ORDERS SOLICITED"

Timothy Prairie
Clover Packing
Alfalfa Straw

192 N. Clark St.
CHICAGO, ILL.

Directory

Grass Seed Trade

ATCHISON, KANS.

Mangelsdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses. McCausland, Sam'l, ryegrass and dogtail.

BUFFALO, N. Y.

Stanford Seed Co., field and grass seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.

Illinois Seed Co., The, grass and field seeds.

Johnson, J. Oliver, seed merchant.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field, garden seeds.

CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.

Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

GIBSON CITY, ILL.

Noble Bros., whse. seed merchants.

INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

KANSAS CITY, MO.

Missouri Seed Co., who, exp. and imp.

Peppard Seed Co., J. G., wholesale seeds.

Rudy-Patrick Seed Co., wholesale seeds.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, gra. & fid. seeds.

Lewis & Chambers, whse. seed merchants.

Louisville Seed Co., clover & grasses.

Wood, Stubbs & Co., grass & garden seeds.

MACON, GA.

Georgia Seed Co., field and garden seeds.

MEMPHIS, TENN.

Schwill & Co., O., garden and field seeds.

Russell-Heckle Seed Co., all southern seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

L. Teweles Seed Co., field seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.

Minneapolis Seed Co., seed merchants.

Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.

Doughten, Inc., H. W., grass & field seeds.

Nungesser-Dickinson Seed Co., whls. seed mchnts.

Radwaner, I. L., field & grass seeds, exp. imprts.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

ROCKFORD, ILL.

Condon Bros. Seedsman, garden, fid. & flower sds.

ST. LOUIS, MO.

Schisler, F. & G. S. Co., A. W., seed merchants.

TOLEDO, OHIO.

Crumbaugh-Kuehn Co., alsike, timothy, alfalfa.

Flower Co., The S. W., seed merchants.

Toledo Field Seed Co., The, clover, timothy.

TWIN VALLEY, MINN.

Heilberg, M. A., wholesale seed merchant.

\$50,000 Worth of Power Transmission Machinery Bargains.
\$40,000 Worth of Leather, Rubber and Canvas Belt Bargains.
Send for Bargain List No. 18-T.

TEUSCHER SON & MACHINERY SUPPLY CO.
ST. LOUIS, MO.
We Buy All Kinds of Machinery Plants.

Want a Job? Advertise in the Situation Wanted columns of the Grain Dealers Journal

SEEDS FOR SALE—WANTED

SEEDS FOR SALE

DRY LAND ALFALFA SEED: Common, Grim, Cossack and Ovenburg. Grown with average precipitation of 18 inches. Ask Chas. C. Haas, Glenheim Farm, Whitewood, S. D., about it.

SEEDS FOR SALE

ALFALFA SEED, 1,000 bu. Samples free. L. C. Johnston, Seward, Neb.

FOR SALE—Alfalfa Seed. For samples and prices write Grain & Storage Co., Douglas, Wyo.

SEEDS FOR SALE

ANY TIME OF THE YEAR is the right time to insert a "Seeds For Sale" or a "Seeds Wanted" ad. Buyers will want to put in their orders early this year on account of traffic conditions.

A. W. SCHISLER FIELD AND GARDEN SEED COMPANY
53 Years Service
Buyers and Sellers
St. Louis, Missouri

Bag or Car Lots

**CRAWFORDSVILLE SEED CO.
FIELD SEEDS**
Crawfordsville, Ind.

Crabbs Reynolds Taylor Company
Crawfordsville, Indiana
Buyers and Sellers
CLOVER AND TIMOTHY SEED—GRAIN

The Mangelsdorf Seed Co.

Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.

ATCHISON

KANSAS

CHAMBERS SEED CO.

Incorporated

GRASS and FIELD SEEDS

Combining the resources and experience of
46 years in the Seed business.

Board of Trade Building, LOUISVILLE, KY.

**THE STANFORD SEED CO.
BUFFALO**
Buyers and Sellers—Car Lots—
TIMOTHY—CLOVER—ALSIKE—ALFALFA—GRASSES N. Y.

The Seed Terminal of the Northwest
Northrup, King & Co., of Minneapolis, have the facilities, equipment and logical position to supply seeds to advantage.
FIELD SEED—Car lots or less, Northern grown.
GARDEN SEED—Hardy Varieties, large or small lots.
ONION SETS—We grow and sell thousands of bushels.
POULTRY FEED—Our formulae or special milling.
NORTHRUP, KING & CO., MINNEAPOLIS

WE BUY AND SELL
Wheat Screenings, Cane Seed, Salvage Wheat,
Kaffir Corn. Write or wire for prices.
HENRY LICHTIG & CO., Kansas City, Mo.

LOUISVILLE SEED COMPANY

INCORPORATED
LOUISVILLE, KY.

Headquarters for

RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES FIELD SEEDS

WOOD, STUBBS & CO.

(Inc.)

LOUISVILLE, KY.

Ky. Blue—Orchard—Red Top
BUY AND SELL
Also full line Garden Seeds

LEWIS & CHAMBERS

WHOLESALE GRASS SEED DEALERS

Continuously in the Grass Seed Business for
more than 40 years. Buyers and sellers of all
grass seeds in season. Correspondence solicited

LOUISVILLE - - - KY.

L. Teweles Seed Co.

Milwaukee Wisconsin

Headquarters for

Red, White and Alsike
Clover
Timothy and Alfalfa
Seed

SEED CORN FIELD PEAS

SAMUEL McCausland

BELFAST, IRELAND

Cleaner and exporter of finest Perennial and
Italian Ryegrass seeds, Crested Dogstail seed, etc.
Importer of Clover and Natural grass-seeds.

Cables, "Shamrock, Belfast." A B C Code,
4th and 5th Editions.

H. W. DOUGHTEN, 59 PEARL STREET,
NEW YORK CITY
Importers, Exporters and Jobbers
Grass and Field Seeds
We Are Buyers of NEW CROP ALSIKE
and Sellers of D. E. RAPE

If You Have
the interest of your market at heart, support it earnestly, help to advertise it thoroughly and above all do not convey the impression that it is an indifferent market by giving it 30 cents worth of advertising.

Your Advertising Seed

may grow anywhere, but you are sure to reap a bountiful crop of large orders when planted in our "Seeds Wanted - For Sale" department.

R E - C L E A N E D
COW PEAS - CANE SEED
TENN. SEED CORN
CAR LOTS OR LESS—LOW PRICES
RUSSELL HECKLE SEED CO.
MEMPHIS, TENN.

IT IS NO USE to start trying to run an elvtr. without the Grain Dealers Journal.
—C. N. Slette, Conger, Minn.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE

FOR SALE—Superfine tested Perennial and Italian ryegrasses. Crested Dogstail. John Lytle & Sons, Ltd., Belfast, Ireland.

The J. M. McCullough's Sons Co.
BUYERS—SELLERS
Field and Garden Seeds
CINCINNATI - - OHIO

FLOWER, FIELD and LAWN SEED
J. OLIVER JOHNSON
Wholesale
SEED MERCHANT
1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

OTTO SCHWILL & CO.
Memphis, Tenn.
GARDEN and FIELD SEEDS
Also Onion Sets, Poultry Food, Bee Supplies

THE
ILLINOIS SEED CO.
CHICAGO, ILL.
We Buy and Sell
Field Seeds
Ask for Prices
Mail Samples for Bids

RUDY-PATRICK SEED CO.
ALFALFA SUDAN MILLET CANE
KANSAS CITY, MO.

MISSOURI BRAND SEEDS
Specialists
KANSAS GROWN ALFALFA
MISSOURI GROWN BLUE GRASS
MISSOURI SEED CO.
KANSAS CITY, MISSOURI

SEEDS WANTED.

BUCKWHEAT WANTED, car lots or less. P. L. Zimmermann Co., St. Louis, Mo.

CLOVER SEED—TIMOTHY SEED

That order for clover or timothy futures
"Send it to Zahm"

J. F. ZAHM & COMPANY, Toledo, Ohio
Here since 1878 Ask for our daily Red Letter—Free

The S. W. Flower Co.
WHOLESALE
FIELD SEED
MERCHANTS
SPECIALTIES
RED CLOVER, TIMOTHY
ALSIKE
TOLEDO
OHIO

White Clover
Orchard Grass
Tall Meadow Oatgrass
Ryegrass
Wm. G. Scarlett & Co.
Baltimore, Md.

HOLT SEED CO.

Idaho and Utah

Alfalfa, Timothy, Vetch, Red Alsike
White and Sweet Clovers

Write, Wire and Call on us often
SALT LAKE, UTAH

SEEDS WANTED.

WANTED TO BUY timothy, alsyke and red clover, straight and mixed cars or less. Oshkosh Seed Company, Oshkosh, Wis.

The Toledo Field Seed Co.
Clover and Timothy Seed
Consignments solicited. Send us your samples.
Toledo, Ohio

THE CRUMBAUGH-KUEHN CO.
TOLEDO, OHIO
Samples, prices for
seeds. Your
track or To-
ledo. Send
samples.
CLOVER
ALSIKE TIMOTHY ALFALFA

Q UOTE us all kinds of Seeds, Feed, Poultry Supplies, Flour, Fruit Package Material, Ice Cream and Butter Manufacturers' and Handlers' Needs, also Fruits and Produce. References: Produce Reporter Co., R. G. Dunn & Co., Bradstreet & Co.

THE THORNILEY BROS. CO.
Telephone 792 219 Third St., MARIETTA, OHIO

Farmer Seed & Nursery Co.
Growers of Northern Grown
SEED CORN, CLOVERS, TIMOTHY
AND ALFALFA
FARIBAULT - - MINN

Seed

We buy and sell
all Varieties of
Grass and Field
Seeds

The
Albert Dickinson
Co

MINNEAPOLIS CHICAGO



*Made of
Wheat
Grown at Home
Milled at Home
Sold at Home
To Home People*



The Best Yet

*Milled
Exclusively
on the
AMERICAN
MIDGET
MARVEL
MILL*

America's Community Flour

The American (Midget) Marvel Mill can be installed in small space, requires but one man to operate and takes little power. It will produce more pure white, nutritious flour per bushel of clean wheat than any other milling process.

To make success assured, we virtually enter into partnership with you and work with you in the operation of the mill and in building up a profitable business.

Owners of this wonderful mill are entitled to market their flour under our nationally advertised brand—FLavo FLOUR.

Investigate this opportunity. Men of action are the winners in life. Send the coupon now. No three cent investment ever offered you more.

The Anglo-American Mill Co.
435 Trust Building Owensboro, Ky.

Earn Big Money!

The Logical Business for Elevator Men. Over 1400 AMERICAN (MIDGET) MARVEL MILL owners are netting from \$3,000 to \$10,000 a year in profits, manufacturing FLAVO—America's Community—FLOUR nationally advertised.

This mill will bring business to your elevator. It eliminates the worry of changing market prices, car shortage and traffic cost.

Previous milling experience is unnecessary with this single unit, self-contained, one-man flour mill.

Why ship out your wheat and ship in your flour? Be the FLAVO miller in your community. You have the power, you have the available space to install this wonderful new process mill. It will earn you more money milling wheat than you ever earned shipping it.

Sold on 30 days' free trial and very easy terms of payment. It will pay for itself from its own profits.



Anglo-American Mill Co.,
435 Trust Bldg., Owensboro, Ky.
Send full details of your wonderful
flour mill, free trial offer, easy terms and
co-operative plan.

Name
Business
Address
.....

GRAIN DEALERS JOURNAL

[Incorporated]
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Charles S. Clark, Manager.

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THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked - Answered" department. The service is free.

Entered at the Chicago, Ill., Post Office as Second-Class Matter, Aug. 5, 1898.

CHICAGO, AUGUST 25, 1918

ARE YOU helping to make this a burnless August? What have you done?

FARMERS feeding wheat to hogs are not acting in the interests of the Allies. So long as our citizens are using 50% substitutes in their bread, wheat is too good for hogs.

OIL DUMPING auto trucks shud be kept away from the receiving sink. Induce farmers to favor trucks with a dumping box. It would cost them no more than a stationary box.

THE OPENING of the Dardanelles, which has long been looked upon as a means to sure relief from the wheat scarcity, is now known to offer no relief, because Russia's wheat crop has been so small in recent years as to be even insufficient to meet the home demand.

REBATES AND CUT RATES are supposed to be a thing entirely of the past, when such favors were a general practice. Yet the E., J. & E. Railroad was fined \$20,000 because it favored a shipper with a lower rate on straw board cartons than provided for in the schedule filed with the Interstate Commerce Commission.

DELAYING CARS at initial and destination points greatly reduces the transportation capacity of the cars involved. Shippers and receivers can greatly assist in eliminating useless delay and thereby increase the transportation facilities of the country.

SUBSTITUTES have never been popular with either the millers or the consumers, but the general public has willingly acceded to Mr. Hoover's request that wheat flour be used on the 50-50% basis. The rumored change to an 80-20% basis has met with a very warm reception and its final order will be complied with without any hesitation.

THE ASSOCIATION member who submits false evidence to an arbitration com'ite in a case where he is plaintiff and undertakes to justify delivery of a car that has stood on track at destination for several days before tender to the buyer discredits the Ass'n and affronts the arbitration com'ite. Such deception earns prompt expulsion.

THE ELEVATOR man who never has a fire is a most desirable policy-holder for any insurance company. Where he patronizes mutual companies he is a part of the company and profits directly from his vigilance in two ways. First, his business is not interrupted by fire and the cost of his insurance is reduced by his helpful reduction in the losses.

A CENTRAL BOARD of food control seems likely to be established in London in the hope of simplifying and treating the interests of all Allies equitably thereby. If the Central Board becomes a reality the Federal Food Administration will, no doubt, work under its direction and without adding to the confusion or perplexities surrounding grain handlers.

INTENTIONALLY placing the wrong weight in B/L or in any way misrepresenting the contents of a car loaded for shipment is strictly forbidden by Federal laws. Some shippers convicted of wrongly reporting the weight or classification of freight have paid heavy fines for the privilege. It is far better to report exactly what is placed in a car than to take chances on paying a heavy fine and forever placing your billing under suspicion.

NEW WHEAT has been shipped so rapidly from the country elevators of the southwest and been delivered at terminal elevators so slowly that many receivers have tied up large fortunes in the payment of drafts against grain shipments which they seem utterly unable to get switched to the unloading tracks. The inefficiency of the railroads not only ties up box cars, but money and cripples the business of every man who is attempting to handle the grain on a narrow margin. Paying drafts against B/L which must be held for a month is not a cheerful occupation, in days of 7% money.

WHEN CROP REPORTS issued by state and national crop reporting agencies are so widely at variance as to cast reflection on the accuracy of both bureaus, then some step should be taken to unify the service and correct the practices which result in such wide discrepancies. The present variations cause the trade to wonder at the inefficiency of all bureaus.

GRAIN DEALERS AND MILLERS who have sought to save labor by having their Food Administration license number printed on their stationery will regret to learn that all licenses must be returned to Washington for cancellation and a new license applied for. Henceforth one license will cover all activities of each licensee, but new rubber stamps will be in urgent demand.

BULKHEAD SHIPMENTS are being discouraged to most markets because of the extra delay and labor in handling them. In some markets the tracks are so congested the buyers will not consider the purchase of a bulkhead shipment unless the seller is willing to knock off at least \$40 on the load. Such shipments should be avoided wherever possible until the grain movement is lighter.

WHEN YOU are driving spikes thru the grain door don't overlook the fact that you are needlessly wasting spikes without strengthening the grain door; and at the same time you are making it difficult for the next grain shipper to cooper the car against leaks. In fact, about the only way shippers can cooper such a car is by covering spike filled door posts with pads of paper before attempting to put on a new grain door.

ACCORDING TO figures just issued by the Interstate Commerce Commission the Government has lost about \$290,000,-000 in the operation of the railroads during the first half of the present year. Back payments of wage increases seem to have been too burdensome to be offset even by a 25% increase in freight rates. If the loss to the Government continues, no doubt, shippers will be called upon to pay a further advance.

DRIVEWAYS thru elevators constructed of fireproof material seem to be needlessly expensive. Fireproof storage is of special advantage because it protects grain and earns a lower insurance rate, but the advantage or necessity of building the storage bins over a driveway is not clear. The overhead storage room could be extended down to the foundation and the storage capacity be thereby increased for much less than the cost of constructing an outside driveway. Large terminal, transfer and cleaning elevators find inside receiving sinks too expensive to be tolerated. Country grain dealers about to build will profit by investigating this matter.

The GRAIN DEALERS JOURNAL.

SHELLERS which crack corn badly have no place in the present conservation plans of the nation. One Iowa shipper, who seems reluctant to install a modern sheller, is said to be using a poorly adjusted machine which causes a loss on each car of \$100 up. The sheller which grinds up corn in the shelling process increases the chances of every shipment heating about 50 per cent. Surely such a sheller can not be considered either an economical or profitable investment. The only place for it is in the scrap pile.

COUNTRY SHIPPERS must bear in mind that the railroads are striving to avoid supplying grain doors and cooperage material wherever possible. If they can, by delay, induce the local elevator man to supply his own lumber and car linings they figure they are simply ahead that much money. The fact remains that most of the railroads will not only supply grain doors but also paper liners if the shippers persist in demanding them. The railroads cannot afford to be parties to any practice which causes a waste of food grains. Be persistent in demanding grain doors and car liners and you will get them.

GRAIN SWEEPERS and pilferers from terminal railroad yards are to be pursued more persistently by the railroad police henceforth than has ever been done before. Recent investigations seem to have disclosed the fact that greater losses have been caused by thieves than was suspected. The reports from different terminal yards indicate that much grain is being taken from unsealed cars as well as from those which are supposed to have been empty. Wherever sweepers are tolerated they invariably lose the power of discriminating between an empty and a full car so they take grain wherever they see it and the shipper stands the loss, unless he is able to convince the haughty claim agent that it was not caused by natural shrinkage.

THE ESTABLISHMENT of rural motor truck lines, in the hope of facilitating the marketing of farm produce and the delivery to the farmer of factory products, is resulting in the establishment of inter-city motor lines in different sections of the country, where good roads prevail, and deliveries are made, while the farmer devotes his time exclusively to home labors. Whether or not the early schedule of charges will permit the continuation of this motor service remains to be seen, but upon the charges must depend the popularity of the service with the farmer. Some country elevator men have installed trucks for hauling grain from the farm to their elevators, but this work has so far not been conducted on a large enough scale to permit of it being considered a fair test, and the future of the service is decidedly problematical.

PORTABLE GRANARIES have been urged by the Dept. of Agri. but the farmers do not seem to take kindly to the suggestion. Wheat is moving to the terminal markets in large volume and most of the country elevators are heavily laden, still the farmers continue to market wheat whenever they can induce an elevator man to receive another load. They fully appreciate that in these days of fixed prices they can get more for their crop now than after it shrinks, and in the meantime if they sell they will not be losing interest on its value, paying insurance or else assuming responsibility for its safety from fire, rats, weevil and deterioration. Notwithstanding the many advantages in selling early, patriotic farmers are holding until the transportation facilities are better able to carry the grain.

THE SCARCITY of ocean vessels has not as yet had much effect on the marketing of new grain, but as soon as the Atlantic coast terminal facilities are filled, the stream of golden grain on its way to our Allies is sure to be backed up clear to the farm, and it would seem to behoove the grower to provide grain storage tanks of small units, for protecting his crops from the elements, insects and thieves, until the country elevator man is able to accept the grain for prompt loading. The Atlantic seaboard markets are greatly in need of enlarged storage room, in fact a blockade of these facilities has been so generally expected that no grain is now shipped to those ports without a permit from the Food Administration, hence every country elevator man should exercise caution, lest too many bins be given over to wheat before he has permits for shipment.

GRAIN SHIPPERS everywhere should be strongly represented at the Interstate Commerce Commission hearing at Chicago, Sept. 4th, in order that no unjust or unfair charges shall be assessed against their shipments. It is proposed by the railroads to levy an assessment of \$2.00 for every car held for inspection, notwithstanding many of the cars are not delayed longer than the period generally allowed free from demurrage. If it be shown that the railroads actually render an additional service to the shippers not contemplated by the rate on grain, then the grain trade might be willing to stand for a small charge, but grain pays so much more for the service rendered by the railroads than any other commodity it does not seem reasonable or equitable that additional charges should be levied because of cars being switched to inspection tracks for sampling. Unless shippers enter a strong protest the railroads will, no doubt, induce the Interstate Commerce Commission to sanction this new burden upon the grain trade.

DURING THE six weeks ending August 10th, 164,851 cars were loaded with grain against 109,713 loaded with grain during the same period of 1917. In addition to the greatly increased number of cars loaded all cars, no doubt, were loaded heavier than ever before and the movement is being handled at the terminals most expeditiously. Every agency is co-operating with the railroads to the fullest extent of its physical limitation to move the crop forward.

AN ILLINOIS grain dealer who has three sons working for Uncle Sam in France at \$30.00 per month has experienced much difficulty in inducing laborers to help him in moving the crops; and has paid unheard of wages for helpers who were averse to working all the time even at double the wages ever received before. Slackers who won't work even for the high wages now obtainable should promptly be given the privilege of fighting in the front line trenches at \$30.00 per, or working all the time at home to supply the needs of those in the trenches.

SORROW CARS is a new name given by one of our Oklahoma correspondents to the foreign cars being supplied to shippers of the Southwest by the Santa Fe Railroad, and the name truly fits many of the poor cars being tendered grain shippers in all parts of the country. When all shippers refuse to intrust their valuable grain to the care of old worn out wrecks, the railroads will desist and make more of an effort to keep their cars in fit condition to transport grain. Some of the old cars being offered grain shippers would hardly deliver baled hay at destination even though well coopered with paper car lining.

LIGHTNING is charged with having caused 162 fires in the state of Illinois during July, causing a loss of over \$120,000. Mutual companies specializing in grain elevators and their contents allow a credit for lightning rods of standard equipment, but the specifications as to what constitutes standard equipment are not sufficiently understood to make the elevator owners give the attention or the consideration which lightning rods merit. Grain elevators can be protected by lightning rods if properly installed and inasmuch as a large percentage of the fires occurring in grain elevators are traced directly to this cause, it would seem of pressing importance in these days of needed conservation that every effort be made to prevent fires in grain storehouses. If the credit allowed for the installation of lightning rods does not prove attractive enough to interest owners in this improvement, then it would seem to be a good stroke of policy for mutual companies to double the credit for a period of five years in hope of inducing every elevator man to equip his plant with rods.

The Price of Wheat.

While the American farmers are persistently demanding a higher price for their wheat and at the same time shouting "Profiteers" at those from whom they buy supplies, they should not overlook the fact that from December 12th to July 1st the English government paid \$81,600,000 more for American wheat than it sold the same wheat to its citizens.

The people of the United States are paying most dearly for the privilege of fixing the price of wheat of the 1918 crop. So much more wheat than usual has been produced in Europe and the supply in Australia is so large that under ordinary conditions wheat would not now command over \$1.00 per bushel in the United States were the Government to stop buying.

Our Allies seem content to buy wheat on the basis of our present guaranteed minimum, but it is barely possible they might object to paying more next year. Indications point to even a larger acreage of wheat in France and Great Britain for next year than even the present year, so that the recent recommendation of the Advisory Board of the Dept. of Agri. for a government guaranteed minimum of \$2.46 a bushel for the 1919 crop would seem to be ill-advised. True, the government is the principal purchaser of wheat at prevailing prices, but the consumer abroad, as well as in the United States, must pay for it on that basis when they desire it.

Should the war end quickly and the government be left with half the crop on its hands, it would experience much difficulty in marketing it without accepting a heavy loss. The supposition that the present price is a fair one seems to be gaining supporters daily and any further advance in the guarantee for the next crop is sure to meet with more opposition from consumers both at home and abroad than heretofore.

"Our Railroad Problem."

"Our Railroad Problem" which has been dealt with in four most excellent articles by Mr. Hopkins, who is well known to many men in the grain trade, merit careful reading by every grain dealer who strives to keep posted on the general trend of events affecting his business. Mr. Hopkins having spent a lifetime in handling traffic matters, is well fitted to discuss intelligently the different factors in our railroad problem and to judge of their bearing on the commercial interest of the nation. He takes occasion to sound a warning against the Bolshevik attitude of Federal officials who seem determined to force governmental ownership on the country whether it be wise or even wanted. Wherever any government has undertaken to operate railroads, the expense of operation has been great and the service poor. The

solution of the problem, no doubt, lies in an extension of the Federal regulation of all railroad matters.

If the relations existing between the government and the railroads are to be continued after the War, then those who believe in private ownership well regulated must take a more active interest in public affairs than they have been doing. The wild-eyed socialists are so actively promulgating their impractical ideas that many thoughtless people are accepting their arguments as logical and joining the cry for government ownership.

As Mr. Hopkins clearly points out, any action along that line will surely lead to inefficiency, increased costs and rank favoritism to political pets so that discrimination would again work many hardships upon those who did not have friends at court. While the service given the shipping public by the transportation companies can, no doubt, be greatly improved, any improvement cannot be expected under governmental ownership, but it can be obtained under governmental regulation.

Cost of Handling Grain.

The report of the committee appointed by the Cass County, North Dakota, grain dealers to determine the cost of handling grain through their elevators, which is published elsewhere in this number, is a most promising proof of the growing desire of grain dealers everywhere to conduct their business more efficiently and with more accurate information regarding the actual results attained.

The cost of handling grain in different sections of the country, owing to wide variations in conditions, is not likely to be the same; hence, it behooves every dealer to carefully compile an accurate record of all the expenditures incurred in handling grain through his elevator, that he may more intelligently determine the margin needed between his selling and buying price in order that he may not only realize his entire cost of handling the grain, but some profit to protect him against the hazards of doing business.

Two very important factors working for a shrinkage of the grain shippers income seem to have been overlooked by the North Dakota committee; that is, the losses due to leakage or pilferage from cars in transit, and loss due to shrinkage in the prices received due to misgrading or deterioration of the grain shipped.

Each section and, in fact, each dealer, has many problems and expenses unknown to some other section and other dealers; but when a shipper keeps a complete and accurate record of every penny he expends in the interests of his grain business, it should be a comparatively easy matter to determine not only the cost of handling grain through an elevator, but the margin upon which it must be handled in order to insure the operator a living profit. Surely no one can afford to handle a bushel of \$2.20 wheat on as small a margin as they can afford to handle a 90c wheat.

The more elevator operators discuss this subject and study the different factors entering their expense account the sooner will they be able to handle all grain more economically and more safely.

The Railroads Wasting Grain Wantonly.

As the movement of grain has increased the number of cars seen leaking grain in transit has also increased, and at an alarming rate. Reports from all winter wheat sections indicate greater carelessness than usual on the part of railroads in the matter of repairing their box cars, and almost an abandonment of any effort to recover grain which has leaked from box cars.

The movement of grain during the last five weeks has been heavier than for years and it is but natural that shippers in their eagerness to get their grain to market have accepted many cars which a careful inspection would have shown entirely unfit for transporting grain.

Our "Leaking in Transit" columns show many cars seen leaking by grain dealers who have taken the trouble to report them, and the yard inspectors of every terminal weighing department show many cars arriving in leaking condition, and also show that many of the cars which arrived in good condition were shortly put in bad condition by rough handling in the yards, many leaks developing in cars with a previous good record.

Photographs reproduced herewith, taken in the yards about St. Louis, do not depict a condition common alone to that market. Every terminal is in about the same condition and few of the railroads seem to be disposed to make an honest effort to remedy the trouble. Look over the cars reported leaking. It may help you to collect for the grain losses on some of your late shipments.

This late evidence of "natural" leaks reflects a most deplorable condition and it will become worse as the crop year advances unless grain shippers register a vigorous protest with the Food Administration, the Council of Defense and the railway managers. Wheat will leak out of cars more readily than any other grain because of its small kernels and greater weight, so greater care should be taken to cooper cars for wheat. At present prices none can afford to load wheat into a car until it has been lined with paper and carefully coopered. If your railroad neglects or refuses to furnish you with plenty of grain doors and paper liners protest to every official frequently and bitterly until your wants are supplied. No Government official identified in any way with the winning of the war can stand idle with evidence of waste like is presented on pages 294-295 confronting him.

It is the patriotic duty of every grain handler to be strict conservationist until the Allies enter Berlin. If the railroads hesitate to join heartily in the saving after persistent demands have been made and evidence of leaks presented they should be charged double for the grain wasted.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Carrier Liable for Slow Movement.

Grain Dealers Journal: We had two shipments of corn consigned from Troy, O., to Cincinnati, O., March 2. One car arrived on March 8 in a heating condition; one arrived March 4th O.K. The car that arrived March 4 was worth \$1.50 per bushel on arrival while the car that arrived March 8 was worth only about \$.40 per bushel because of its condition. Can we recover damages? Car should have arrived at Cincinnati from Troy, O., within 48 hours easily.—Piqua Grain Co., Piqua, O.

Ans.: Unquestionably the carrier is liable, as the delay in this instance is unreasonable, and could only be excused by act of God.

In *P. C. & St. L. Ry. Co. v. Knox* the Supreme Court of Indiana held, 98 N. E. 295, that "A complaint in an action against a carrier of freight, which alleges that it negligently omitted to deliver the freight for such a length of time that the corn was spoiled, to the shipper's damage, states a cause of action for negligent delay, and whether the delay was unreasonable and whether damage resulted therefrom are for the jury under the circumstances."

Price to Pay Farmers for Wheat?

Grain Dealers Journal: We seem to be meeting with considerable difficulty arriving at a satisfactory price to pay farmers for wheat. The wheat we have been getting in this territory has been mostly No. 2 and No. 3, and on small lots (and most of it comes in in small lots) which we have to mix we have been paying \$2 for sixty pounds, and five cents less for every pound less than sixty that it tests; or we have offered \$2.05 in car-load lots providing it grades two and the dockage is not more than 2%.

Last year we shipped five cars or a total of 4,291 bus., on which the average dockage was 3.83% and the average cost of shipping including the dockage was \$.147 per bushel. This does not include the cost of handling and a reasonable profit which we are entitled to. On this basis we think the prices we are quoting are high enough and so far as we know are about in line with prices quoted at other stations.—Illinois Shipper.

Ans.: Neither the Food Control Act nor the regulations of the Food Administration require the buyer of wheat from the grower to pay any precise number of cents below the terminal market price.

The Food Administrators all state that the buyer should make a price low enough to pay all the expenses of handling, etc., plus a "reasonable" profit. A profit that is reasonably large in one locality may be unreasonably small in another district; and the cost of handling varies with the volume of business and numerous other factors.

When the margin taken by the dealer to cover handling and profit is 10 cents or more the dealer's license will not be canceled immediately. When the attention of the Food Administration is called to alleged profiteering, and the margin is in excess of 8 cents the enforcement division of the Food Administration first makes an inquiry into the facts and when the local dealer's cost of handling is so abnormally large as to warrant the excessive margin no action is taken against the dealer.

The Food Administration has been diligent in investigating complaints of profiteering, but the inquiries have failed to disclose that the grain dealers were paying the farmer too little for wheat and revocations of licenses for this reason have been practically none.

President Wilson's proclamation defines a "just, reasonable and fair profit as the average profit which the same persons obtained prior to July 1, 1914, in the same business and place." Do not overlook the greatly increased cost of operating your elevator and the increase in the capital required to market a bushel of wheat.

Who Bears Expense of Unloading Defective Car?

Grain Dealers Journal: A car with an "O.K. for Grain Loading" inspection card on it was set in to the Farmers Elevator Co., here. When they got it loaded one end post broke and made a bad leak. Who will have to stand the unloading expense?—E. T. Clay, mgr. the F. W. Gaunt Grain Co., Claudell, Kan.

Ans.: In reply to this question the director of the western division of the U. S. Railroad Administration, R. H. Aishton, at Chicago, states that the card "Inspected, O.K. for Grain Loading" is not a guarantee that the car is fit for loading, but the duty devolves upon the shipper to make his own inspection of the car before loading. The card simply indicates that the car had been inspected and found fit, while it may subsequently become unfit thru rough handling; or, the card may be an old one and the car may have been used in other service since the inspection. The shipper should refuse to load a car not fit. Even with the "O.K." card the shipper could not hold the railroad company responsible if he loads a car with a hole in the floor.

The proper course for a shipper who discovers a defect in a car that can not be remedied without unloading is to file a claim in the regular way for his expense, which will be considered upon its merits in each case.

Carrier Liable for Delay in Giving Notice of Refusal.

Grain Dealers Journal: Recently we shipped a car of hay to a receiver in Pennsylvania. The car arrived but receiver refused the car to railroad company but never refused the car to us as shippers and it was over twelve days before we received notice from the railroad company of the refusal. We contend that because receiver failed to notify us he should pay the demurrage and take the car of hay. If hay did not come up to grade he should have refused it to us instead of railroad company. Should not the receiver pay for both hay and demurrage? Piqua Grain Co., Piqua, O.

Ans.: The buyer is liable for demurrage and all damages if he refused the car without just cause. On complaint to the Food Administration he will be compelled to unload the car on pain of having his license revoked.

Failure of the railroad company to notify shipper that car had been refused bars the railroad company from collecting demurrage accruing prior to notification. The courts have so held, as in *Baltimore & Ohio R. Co. v. Luella Coal & Coke Co.*, 81 S. E. 1044, where the Supreme Court of Appeals of West Virginia held, "It is the duty of the carrier to notify the consignor of the consignee's refusal to accept a consignment in car lots, where the carrier is not under duty to unload. Until such notice is given the consignor is not liable for demurrage."

Coming Conventions.

Sept. 23, 24, 25—Grain Dealers National Ass'n at Milwaukee, Wis.

Dec. 10, 12—South Dakota Farmers Grain Dealers Ass'n at Sioux Falls, S. D.

May 20, 21, 1919—Grain Dealers Ass'n of Oklahoma at Oklahoma City, Okla.

Missouri Track Scale Law Repealed.

The Supreme Court of Missouri on June 13, 1918, reversed a decision of the circuit court, and granted the Missouri Pacific Ry. Co. a new trial in its appeal from an order of the Public Service Commission requiring the company to install track scales.

For a number of years the Missouri Pacific Ry. Co. had maintained track scales at Rich Hill, Mo. For five or six months the scales had been out of repair, and were not in use. The company was about to remove the scales, and the Commercial Club of the city of Rich Hill filed complaint with the Public Service Commission, asking that the railway company be compelled to erect and maintain proper scales on its tracks at such city. This the Public Service Commission directed and in its opinion said:

The Missouri statute provides that at all stations or places from which the shipment of grain by the road of any railroad company shall have amounted during the previous year to 50,000 bushels or more, such railroad company shall erect and keep in good condition for use and use in weighing grain to be shipped over its road true and correct scales of proper structure and capacity for the weighing of grain by carload in its car. Such railway shall carefully and correctly weigh each car upon which grain shall be shipped from such place or station, both before and after the same is loaded, and ascertain and receipt for the true amount of grain so shipped. Section 3157, R. S. Mo. 1909. The provisions of section 49 of the Public Service Commission Law are broad enough to justify a commission order requiring track scales as a facility in connection with the transportation of property, where the evidence shows a public convenience or necessity, or that such facility "ought reasonably to be provided." In the judgment of the lawmaking body, as expressed clearly in section 3157, supra, when the shipment of grain from any given point on the road shall have amounted during the previous year to 50,000 bushels or more, a public convenience or necessity arises, and therefore such scales "ought reasonably to be provided."

Judge Graves of the Supreme Court, said:

To my mind there is no question as to the power of the Public Service Commission to make an order for track scales. This power is contained in the broad terms of section 49 of the Public Service Commission Act, laws of 1913, p. 588. The act contemplates that orders may be made for things of public necessity or of public convenience in the transportation of either persons or property, but the act further contemplates that the question of public necessity or convenience should be determined by the evidence in each particular case and not by a previous statute which by its terms conflicts with the Public Service Act.—204 S. W. 395.

The result is that whether the amount of grain shipped be more or less than 50,000 bus. the Commission will determine on the merits of each case the necessity for a track scale.

Our Callers

O. M. Mackey, Westville, Ill.

F. E. Sharp, Blandinsville, Ill.

Sam Finney, Indianapolis, Ind.

C. L. Weekes, of the Chester L. Weekes Co., Atchison, Kan.

Jno. F. Bassett, reptg. Durable Wire Rope Co., Boston, Mass.

A. F. Mangelsdorf, of the Mangelsdorf Seed Co., Atchison, Kan.

M. N. Skvorzoff, of Grain Elvtr. Dep't, Russian State Bank, Petrograd.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Receiving From Auto Trucks.

Grain Dealers Journal: At one of our stations the farmers are beginning to haul in grain in auto trucks of varying capacities. The average load is about 60 to 75 bus., but occasionally we get a load of 110 to 112 bus. Some of the small trucks can be dumped, but the large ones must be unloaded by shovels, as our elevator is not equipped to dump them. Some changes must soon be made in the dumping facilities at country elevators, else their receiving capacity will be greatly reduced.—Updike Grain Co., by G. Roth, Omaha, Neb.

Grain Corporation Not Discriminating Against Buffalo.

Grain Dealers Journal: We don't think that the Grain Corporation is discriminating against anyone or refusing to buy wheat here of anybody that consigns it according to the rules and regulations promulgated by the Corporation. If there is anything of that kind going on, we don't know it.

There has been some handicap on the part of some of the elevator operators who are not familiar with the responsibility of the warehouseman. The elevators in Buffalo have always had to deal with an I. P. proposition not guaranteeing anything but the charges. They have collected the money alright but they assume no responsibility for the grain heating or running short in the elevator or anything of that kind because they claim to keep each parcel in a bin separate from any other grain until it is shipped out. The new idea of guaranteeing the grades out and the quantity that the receipts call for, to the Government, is a new one and there has been a little bit of hesitancy on the part of some of the warehousemen to accept any wheat for storage on that account. You understand that in the I. P. proposition that if it is run from one bin to another to condition the grain, the elevator interests always charge $\frac{1}{4}$ c for that service and then when the parcel was loaded out, if by running, it fell short, the owner lost the grain.

We think that the whole problem is being very carefully taken care of by the Food Administration and that there ought not to be any complaints because this Corporation must necessarily keep enough elevator space open for spring wheat so that vessels coming down with spring wheat later on can find elevator berths where they can unload promptly. You must remember that a cargo that runs from 460,000 to 1,000,000 bushels takes a good sized elevator to take care of it. We don't know whether winter wheat is going to back up here or not. If the Government keeps taking it out right along, there will be plenty of room but if it is to be held for ocean going room there may be some congestion. There is a little of it appearing now and there is also some delay in unloading because the elevators are not equipped to unload from

cars and the most of them have one leg houses and that is a slow process. The Churchill Grain & Seed Co., Buffalo, N. Y.

Why Move Wheat Crop in 20 Days?

Grain Dealers Journal: Mr. Custenborder's article in the last number of the Journal on "Permitting Wheat to Spoil" is certainly right to the point and any dealers who have a contrary opinion should stand up.

There may be, and no doubt is, a real purpose in the Grain Corporation's attempt to move our enormous wheat crop from the farms within twenty days, but if there is any good cause for such haste I have not been able to determine what it is. If anybody can explain, I would like to have some light in the matter.

I would also like very much to know how shippers get by with these big loads that I read about in the Journal at frequent intervals. I have never seen a car of greater marked capacity than 100,000 pounds, and our railroad company will not permit us to load any of its cars in excess of 10% above marked capacity. How my brother shippers get by with 120,000 and 130,000 pounds is puzzling; who takes the chance of wrecking a train? Who must stand the responsibility?—S. A. Miller, Mgr. Jay Grain Co., Mulberry, Ind.

Discrimination Against Lake Erie Markets.

Grain Dealers Journal: The Grain Receivers of Lake Erie markets feel that the Grain Corporation is discriminating against interior points by refusing to buy wheat at Toledo, Cleveland, or Buffalo and store it in the commodious elevators of these markets. The prevailing contention is that this action of the Grain Corporation discriminates in favor of Atlantic Seaboard markets. It would surely facilitate the distribution of wheat at later dates if the Grain Corporation would now accumulate a stock of winter wheat in every market having ample storage facilities. The accumulation of such stocks at these markets would quickly relieve cars which could be sent back to country points for more wheat.

The storage certificates issued by different elevators at interior points should be a good purchase for the Grain Corporation; then it could move the wheat in any direction needed and thus avoid hauling back to mills any Seaboard stocks which might be needed later for grinding.

The establishment of stocks of wheat at different interior points would save transportation and prevent further congestion in the Seaboard markets; country shippers would obtain results from their shipments more promptly, thus releasing their capital for reinvestment and reducing the cost of handling the wheat. Congestion and blockades always result in high demurrage costs without any benefit.

To shippers and receivers the apparent determination of the Grain Corporation to buy only in a few markets would seem likely to result in the early filling up of the storage facilities of these markets so that in the end the Grain Corporation must depend on the elevators of unfavorable markets to care for its wheat purchases.

It should not be overlooked that we have large crops of Oats, Barley, and Rye also to handle so that early congestion must result unless all markets

and their storage facilities are used by the Grain Corporation.—A. T. Faxon.

The Record Car Load.

Grain Dealers Journal: OWR&N No. 114115, containing wheat, was unloaded at the Norris Elevator on Aug. 13th and contained 134,720 lbs. or 2245.20 bus. This car was shipped by Lyons, Rich & Light of Brook, Ind., to Lamson Bros. & Co., and we think breaks all records for a carload of wheat.—Yours truly, Lamson Bros. & Co., Chicago, Ill.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to *Grain Dealers Journal*, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

S. P. 87688 on K. C. S. Ry. passed thru here, about Aug. 20, going south loaded with wheat and was leaking very badly.—Sterling Stewart, Drexel, Mo.

I. C. 48084 passed thru Rockwell City, Ia., Aug. 20, leaking oats at side of car at loose sheathing. No time to repair. Crew knew it.—C. W. Kellogg, mgr., Rockwell City Elvtr. Co.

I. C. 45909 passed thru Rock Creek, Kan., on A. T. & S. F. leaking wheat at both ends and one side on Aug. 19.—H. D. Hardin.

Car loaded with wheat broke in two in wreck at Elmhurst, Ill., Aug. 17, when 6 cars went into the ditch. The grain was promptly gathered up and reloaded.—X.

Grand Trunk 23741, standing at Newkirk, Okla., Aug. 17, leaking. Pennsylvania 12703 also leaking. It is a shame to waste this wheat which we need to feed the soldiers in France. It looks like the A. T. & S. F. is patriotic. They furnish sorrow cars to load wheat in to ship.—O. T. Jones, Guthrie Mill & Elvtr. Co.

C. G. W. 14732, east bound thru Esmond, Ill., Aug. 16, leaking wheat badly along side near end. Notified train crew, and tried to repair leak in car. Sides bulged too much. Car set out by train crew, and later repaired by section men. Did not see car after it was repaired, so cannot say if work was properly done.—Farmers Grain Co. of Esmond, M. C. Simpson, mgr.

Mo. Pac. 35502 passed thru Paris, Ill., Aug. 14, south bound on Cairo division of Big Four Ry. leaking white oats badly at door on east side of car. Called to train crew and told them. Do not know if leak was fixed.—E. P. Huston, mgr., Rudy-Huston Grain Co.

P. & R. 3739 has been set out at this station for transfer to another car. The side of this car had burst out from door to end of car. It is loaded with white corn and has surely lost a large percentage of corn.—Jas. F. Handley, agt., Paul Kuhn & Co., Isabel, Ill.

L. E. & W. 11182 was leaking wheat at corner while passing thru Utica, S. D., on way freight, Aug. 9, going east. Train was leaving town when noticed so had no chance to fix it. Car probably originated between Yankton and Mitchell, on S. C. & D. division of C. M. & St. P. as the way freight seldom carries thru cars.—Snedecor Elvtr. Co.

M. K. & T. 65874 passed thru Wagoner, Okla., Aug. 10, on southbound M. K. & T. Ry., leaking white shelled corn at drawbar.—F. B. Gilbert Grain Co.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ARIZONA.

Glendale, Ariz., Aug. 8.—This is an irrigated district and crop failure is unknown. This year has been particularly favorable for grain, a late spring with cool weather right up to maturity. We had little or no smut or rust.—Glendale Mfg. Co., D. H. Bonsall, mgr.

COLORADO.

Craig, Colo., Aug. 8.—Crops are good in this section. Winter wheat suffered some frost damage which injured the yield only, and not the quality.—R. H. Howard.

FLORIDA.

Chipley, Fla., Aug. 15.—Corn is not very good here this year. We had a long dry spell that injured it. Peanuts and cotton are good.—J. J. Daring.

ILLINOIS.

Springfield, Ill., Aug. 21.—Showers over most of Illinois greatly benefited corn, meadows, pastures and gardens. Some localities continue dry, but heavy rains fell in others. Normal temperatures prevailed over north half. Corn is excellent in the north and has been saved in the central and parts of the south. Grasshoppers are damaging clover and corn in some southern counties. The ground is being prepared for winter wheat.—Clarence J. Root, meteorologist.

INDIANA.

Mulberry, Ind., Aug. 17.—Best crop of wheat this western end of good old Clinton County ever produced. Oats fine and good yield, but short acreage. Corn doing fine.—S. A. Miller, local mgr., Jay Grain Co.

Evansville, Ind., Aug. 20.—It is estimated that one-half of the corn crop in the Ohio Valley between this city and Cairo, Ill., has been seriously damaged by the severe drought that prevailed for several weeks. Many pastures and meadows were burned up by the dry weather. The yield of corn will not be nearly as good as was estimated several months ago. Farmers in southern Indiana and southern Illinois, since the rain of a few days ago, have started plowing for wheat sowing this fall. It is estimated that in southern Indiana the acreage of wheat will be one-third larger than last year. A larger rye crop will also be sown in this section.—C.

IOWA.

Rake, Ia., Aug. 17.—Corn looks fine, and the prospects are very good for a big crop.—Davenport Elvtr. Co.

State Center, Ia., Aug. 10.—Oats are averaging about 55 bus. per acre. Corn looks good. Ten times the wheat raised in former years.—Goodman & Mead, Geo. E. Mead.

Mondamin, Ia., Aug. 17.—Our wheat runs from 20 to 35 bus. Some fields a little short of this, but all of good quality.—H. J. Shaffer, agt., Trans-Mississippi Grain Co.

Chester, Ia., Aug. 14.—We are having a bumper crop in everything. Oats will run from 50 to 60 bus. per acre; wheat, 20 to 30 bus.; and barley, 30 to 40 bus. The corn is good, and if nothing happens we will have the best corn crop we have had in many years.—T. Amundson, agt., Hunting Elvtr. Co.

Des Moines, Ia., Aug. 20.—Rain occurred in all portions of the state, but amounted to less than an inch in the extreme western and south central counties, and in Sac, Calhoun, Humboldt, Webster, Boone, and Blackhawk counties. Heavy local rains occurred Friday and Saturday, and in the northeastern one-fourth of the state the rains were excessive and damaging in

many places. Temperatures were near 100 degrees in all sections Tuesday afternoon and in the south half on Friday, tho on the latter day the maximum varied from 71 at Decorah in the northeast to 102 at Clarinda in the southwest. Reports of grain yields continue good, particularly in the north. Corn made good progress where not injured beyond recovery by the heat and drouth of the preceding 2 weeks. The rains are helping it to fill; the earliest is denting; and the crop is practically assured. In many south central and southwest counties, upland corn is a failure; bottom land corn will yield only about 25 bus.; and silos are being filled to make the most of a bad situation. The rains have softened the ground in most sections so that plowing is progressing and a large acreage of fall wheat and rye is indicated.—Charles D. Reed, meteorologist.

KANSAS.

Pawnee Rock, Kan., Aug. 9.—Wheat is averaging close to 12 or 15 bus. per acre.—Frank Gilbert.

Latimer, Kan., Aug. 9.—Our wheat tested 60 pounds to the bu.—Fred W. Weaver, sec'y, Latimer Farmers Union.

Bartlett, Kan., Aug. 10.—Wheat good; oats 30 to 60 bus. per acre. Big acreage plowed for wheat.—M. W. Trissell.

Coldwater, Kan., Aug. 23.—Good rains last night, too late to help crops any, but puts ground in fine shape for fall plowing.—L. E. Ginder.

Centerville, Kan., Aug. 10.—We had a good rain Aug. 6 and 7. Farmers are busy plowing and listing for fall wheat sowing.—Southwest Grain Co., J. B. Young.

Norton, Kan., Aug. 15.—The wheat crop in this part of Kansas is short, making only about 3 bus. per acre. About 50% of a corn crop.—Norton County Co-operative Ass'n.

Superior, Neb., Aug. 17.—Reports from one of our men indicate that in the north part of Kansas corn is fair as far west as Smith Center, beyond which point the condition is not so satisfactory.—Seocular & Bishop, Geo. Scoular.

Topeka, Kan., Aug. 22.—This year's Kansas corn crop may amount to 57,540,000 bus., or an average yield per acre of 9.35 bus., on 6,150,000 acres. Should this prospective yield materialize the crop will be the fourth smallest produced in Kansas in the past 40 years, and less than last year's crop by 48,626,600 bus. Continued dry weather throughout the principal corn-growing territory, high temperatures, and hot winds, caused the very marked decline in the corn prospect in the past month, from a condition of 75.6% July 18, last, to about 30% now. In most of the state's 105 counties the prospective average yields per acre reported are so low as to warrant the general statement that the crop as a whole is practically a failure.

Of the counties important in corn acreage planted,

seven in the northeastern corner of the state promise the best acre-yields, or 20

bus. or more, Atchison and Brown reporting the highest, 25 bus.

Twelve counties have prospects for a crop of 1,000,000 bus. or more each, aggregating 21,943,375 bus., or 38% of the state's total prospective production, as follows: Smith County, acres planted, 167,822; prospective yield per acre, 16 bus.; total, 2,685,152 bus. Jewell County, 162,025; 16; 2,592,400. Nemaha County, 134,514; 18; 2,421,252. Brown County, 92,883; 25, 2,322,075. Phillips County, 149,874; 14; 1,972,236. Jackson County, 88,588; 20; 1,771,760. Marshall County, 167,150; 9; 1,504,350. Reno County, 130,492; 11; 1,435,412. Jefferson County, 60,382; 23; 1,388,786. Doniphan County, 63,074; 22; 1,387,628. Atchison County, 50,051; 25; 1,251,275. Pottawattomie County, 86,509; 14; 1,211,126. The foregoing counties are all in the northeastern part of the state, except Phillips, Smith and Jewell, central counties in the northern tier, and Reno, a south-central county. Respectable acre-yields are promised in a number of the extreme western counties, as Wallace, 22 bus. and Finney 21 bus., but in this region the acreage planted is, of course, small, and its crop relatively unimportant in the state's annual production. Consider-

ably more than half the plowing for fall crops is done, according to correspondents. Reports indicate that in the eastern half of the state an increased wheat acreage will be sown this fall, while in a majority of the counties of the western half reporters are about as unanimously of the opinion that a smaller acreage will be planted. Much of the well-cultivated land where corn failed, providing in effect a summer-fallow seed-bed, will be sown to wheat.—J. C. Mohler, sec'y, State Board of Agriculture.

MINNESOTA.

Forest Lake, Minn., Aug. 20.—Grain looks exceptionally good in this section, and I look for a big season.—Peter G. Berg.

Minneapolis, Minn., Aug. 21.—The early threshed grain that has found its way to the market has on the whole been of very good quality. There is more or less smut in the wheat, and barley and oats will undoubtedly be stained from the rains, but all of these grains have pretty good weight and are yielding per acre better than had been anticipated. The country is in need of warm clear dry weather, not only for the grain that has already been cut and which must dry if we are not going to have real damage done to it, but on account of the corn which needs to be brought to maturity. Continued rains would cause considerable damage to the quality of small grains and would permit corn to grow to a point where there would be danger from frost. Plowing has been temporarily delayed by the wet weather. This would be resumed with great vigor should we have fair weather.—Van Dusen Harrington Co.

MISSOURI.

Sedalia, Mo., Aug. 19.—Our section has been badly affected by the drought; will not have over 35% corn crop.—Archias Seed Store Corp.

Mayview, Mo.—Wheat yielded from 25 to 35 bus. per acre. Corn cut 60% short by dry weather. Oats yielded from 20 to 30 bus. per acre.—Eagle Mill & Elvtr. Co.

Carrollton, Mo., Aug. 7.—The corn here is pretty badly burnt, and since the grass is dried the grasshoppers are eating the corn pretty fast; some small places are cleaned by the hoppers.—Martin Hicks, traveling solicitor, W. S. Nicholson Grain Co.

Kansas City, Mo., Aug. 10.—The W. S. Nicholson Grain Co. received the following from their representative at Blue Springs, Neb., and Carrollton, Mo.: The corn crop is suffering severely, but a quick rain would greatly relieve the crop. Another week of such intense heat as the past few days would cut the crop very badly.

Jefferson City, Mo.—The State Board of Agriculture in its August report announces that spring and winter wheat threshes out 49,153,000 bus., and that the corn crop has dropped to 185,439,470 bus. Corn condition in Missouri is 72 against 91 in July, 88 in June, 15 points below Aug., 1917, yet 12 points above Aug., 1916, and one point above Aug., 1915, the wettest of recent years. The greatest loss from heat occurred in west district, 28 points. Southwest district lost 26 points. South central lost 25 points. Central district lost 23 points. On thin soils and uplands, corn in many places is damaged beyond relief, while in lowlands and river bottoms, it is nolting out but must have rain at once to avoid further heavy losses. The first tier of counties along the north border, except Nodaway, have prospects well towards normal. In general the greatest damage lies south from St. Joseph eastward to the north part of Linn, thence southeast to Hannibal. Lewis and Marion are severely hurt. The "slough" of disaster is from Hannibal to Nevada. Loss is from one to 53 points. Everywhere there is corn that has a "come back" if it rains soon. Winter wheat acre yield for Missouri is 17.2 bus., biggest for 16 years, totaling 48,951,000 bus. Twelve counties produced over 1,000,000 bus. each, as follows in order: Saline, Lafayette, St. Charles, Franklin, Carroll, Pike, Lincoln, Cooper, Lawrence, Cape Girardeau, Jasper

and Johnson. Smut is very bad in many counties. Yields vary from 8 to 53 bus. per acre. Quality of grain is usually good, being 94, same last year, against 80 in 1916 and 78 in 1915. Preliminary returns on spring wheat is 15.6 bus., indicating 202,000 bus. Total wheat production for Missouri, 49,153,000 which may be increased by final threshing returns. Oats show average of 30 bus. per acre, totaling 44,400,000 bus. Yield was cut by heat and hot winds of last days of June. Quality, 89%. Last year's oats yet on farms, 3,119,000 bus. In spite of heat, dust and discouraging corn prospects farmers are plowing wheat stubble to fully meet the government 13% increase in wheat acreage for 1919. A splendid start is made to plant 3,277,830 acres for the 1919 harvest, holding Missouri to fourth place as a winter wheat state.—E. A. Logan and Jewell Mayes, U. S. Dep't, and State Board of Agriculture.

MONTANA.

Antelope, Mont., Aug. 8.—Crops in this locality are somewhat better than last year.—Alf. Hoven, Hoven Grain Co.

Buffalo, Mont., Aug. 8.—Wheat crop in Judith Basin is good this year, and especially so in the Buffalo territory.—A. D. Skinner.

Crane, Mont., Aug. 9.—Dry land crops pretty light, perhaps 5 or 6 bus. wheat; irrigated, 15 to 40 bus. per acre.—James Wright, pres. Equity Co-operative Assn.

Culbertson, Mont., Aug. 9.—Winter rye around here is running from 10 to 18 bus. per acre. We think wheat will run from 10 to 15 bus.—R. H. Murray, Montana & Dakota Grain Co.

NEBRASKA.

Richfield, Neb., Aug. 19.—Corn damaged 60% in this locality.—Farmers Union Elvtr. Co., H. O. Hamilton, mgr.

Superior, Neb., Aug. 17.—The acreage to be sown to winter wheat will be fully equal to that of last year, with a possible slight increase.—Superior Mfg. Co., H. S. Nelson.

Superior, Neb., Aug. 17.—The corn crop promises about one-fourth of normal, while west of here condition is fair to good, but acreage small. Oats crop was small.—Elliott & Myers.

Cowles, Neb., Aug. 9.—Wheat made an average of 10 bus. per acre in this locality. Corn will make about a half crop or maybe better. Had a nice rain on the 7th which was badly needed.—W. E. Sirrs, mgr. North Elvtr.

Superior, Neb., Aug. 17.—North of the Platte River corn is pretty good on the whole. In the east half of Nebraska, south of the Platte, corn is practically gone, while the west half, south of the river, shows fair condition. Thus, 1/4 of the state has fair to good corn.—Scoular & Bishop, Geo. Scoular.

Liberty, Neb.—Some of the early corn is hurt by the dry weather. Late rains will help the later corn. Fall plowing is progressing nicely. Will be a larger acreage this year than last by 10%. Yield of wheat was from 10 to 30 bus. Spring wheat was very poor. Oats were almost a failure.—Liberty Grain Co.

North Loup, Neb., Aug. 8.—Wheat is making about an 18 bu. average; rye, 15 bus., and barley, 25 bus. Quality of wheat fully up to average. This section has had plenty of rain and the corn crop will be the best and largest in years. Fall plowing well under way, and a large acreage

of fall grain will be planted.—Farmers Grain & Supply Co., O. R. Hill, mgr.

NORTH DAKOTA.

Devils Lake, N. D.—Crops are good, and we expect a good year's business.—Farmers Grain Co.

Bremen, N. D., Aug. 17.—The crops are better than the average here.—W. J. Dargan, mgr. St. Anthony & Dakota Elvtr. Co.

Kempton, N. D., Aug. 14.—Grain is looking fine around here and filled good.—J. H. McCarthy, mgr. Winter-Truesdell-Ames Co.

Bantry, N. D., Aug. 9.—Crop conditions in this territory are very poor on account of the drought in the early part of the summer, but conditions are better than last year.—W. R. Schadewald, agt. Monarch Elvtr. Co.

Park River, N. D., Aug. 10.—Looks like an average of about 16 bus. of wheat to the acre, and of the finest quality. Barley will average about 35 bus.; oats, 30 bus.; rye, 10 bus. Corn is coming along in fine shape.—Park River Mfg. Co.

OKLAHOMA.

Frederick, Okla., Aug. 19.—Crops are a failure here.—W. M. Kemp, W. M. Kemp Grain Co.

Tulsa, Okla., Aug. 8.—The last few days hot weather has practically burned up our corn crop.—C. E. McCune, of Arthur & McCune.

SOUTH DAKOTA.

Hecla, S. D., Aug. 20.—Crops are extra good in this county, but we are having too much wet weather at present.—Hecla Co-operative Elvtr. Co.

TEXAS.

Friona, Tex., Aug. 9.—Grain and seed crops are in bad condition for the want of rain.—Santa Fe Grain Co.

SWEDEN and the allies have just signed a treaty providing for an exchange of commodities. It gives to the allies 400,000 tons of deadweight shipping and 2,000,000 tons of Swedish iron ore. In exchange, the allies have agreed to ship to Sweden bread cereals, coal, coke, mineral and edible oils, sugar, rubber, cotton, hides, leather, tanning material, coffee, cocoa, tobacco, copper, ferro-alloys, tin, nitrate of soda, raw phosphates, sulphur "and other goods and materials necessary for Sweden's economic life." Sweden agrees to license the export to the allied governments of wood pulp, paper, iron, steel, etc., and to grant the allies suitable credit for the purchase of Swedish goods during the unfavorable monetary exchange.

NORTH DAKOTA.

Bantry, N. D., Aug. 9.—Wheat and oats harvest will start about Sept. 1.—W. R. Schadewald, agt. Monarch Elvtr. Co.

Park River, N. D., Aug. 10.—Wheat cutting just commenced; will be general the coming week.—Park River Mfg. Co.

Bremen, N. D., Aug. 17.—Fifty per cent of the crop is in the shock.—W. J. Dargan, mgr. St. Anthony & Dakota Elvtr. Co.

Kempton, N. D., Aug. 14.—Farmers are cutting wheat these days, and the shocks stand thick in the fields. Threshing will start about the 26.—J. H. McCarthy, mgr. Winter-Truesdell-Ames Co.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

ARIZONA.

Glendale, Ariz., Aug. 8.—We had ideal weather for harvesting and threshing. Our transportation is principally short hauls, and practically all sacked grain, so we don't see much leakage in transit. We ship in some bulk corn and oats, but generally speaking we live within ourselves. Glendale Mfg. Co., D. H. Bonsall, mgr.

FLORIDA.

Chipley, Fla., Aug. 15.—No corn will be shipped out from here this year.—J. J. Daring.

ILLINOIS.

Springfield, Ill., Aug. 21.—Oat threshing continues in the northern division but the work was somewhat delayed by rain.—Clarence J. Root, meteorologist.

INDIANA.

Tipton, Ind., Aug. 18.—Present crop and price ties up plenty of money, and takes one's time.—C. Cunningham.

IOWA.

State Center, Ia., Aug. 10.—Farmers are selling oats quite freely. Goodman & Mead, Geo. E. Mead.

Coldwater, Kan., Aug. 23.—Shipped 165 cars of wheat in July and 125 so far this month; about 40% shipped.—L. E. Ginter.

Des Moines, Ia., Aug. 20.—Wet weather delayed threshing. Only a small percentage of threshing remains to be done in the south half of the state. In Johnson County the 90-day varieties of corn are being snapped for hogs.—Charles D. Reed, meteorologist.

Rake, Ia., Aug. 17.—We had a fine crop of small grain harvested here and checked up, and threshing had started, but the whole of last week it rained, and the low ground is flooded. No threshing can be done for a number of days yet.—Davenport Elvtr. Co.

MINNESOTA.

Minneapolis, Minn., Aug. 21.—This week finds harvesting practically completed throughout the Northwest with the exception of the territory west of the Red River Valley. Threshing, however, has been very much delayed on account of excessive rains, which have been general. Had the weather been fair during the last week we would now be in the midst of our big early movement of shocked-threshed grain. As it is, threshing has only been in isolated spots and a good deal of the grain that has been threshed should not have been.—Van Dusen Harrington Co.

MONTANA.

Buffalo, Mont., Aug. 8.—Harvest of winter wheat just starting. Threshing will commence in about 3 weeks.—A. D. Skinner.

NEBRASKA.

Richfield, Neb., Aug. 19.—Wheat about all shipped out. Very few oats here to be shipped. Grain trade looks slim for the coming fall and winter.—Farmers Union Elvtr. Co., H. O. Hamilton, mgr.

Liberty, Neb., Aug. 14.—Most of the new wheat crop moved from the machine. Bot 54,000 bus. in just 4 weeks. There is left in the bins to move about 12,000 to 15,000 bus. Some corn to move yet, but the farmers are holding for the \$2 mark. No oats to ship at all. Will have to ship in for seed.—Liberty Grain Co.

Exports of Grain Weekly.

	Wheat	Corn	Oats
1916-7.	1915-6.	1916-7.	1915-6.
Tot. July 1-June 29.	118,054,000	283,401,800	33,226,000
1918-9.	1917-8.	1917-8.	1917-8.
July 6.....	539,000	4,399,000	910,000
July 13.....	382,000	8,107,000	731,000
July 20.....	144,000	4,964,000	571,000
July 27.....	413,000	2,424,000	103,000
Aug. 3.....	542,000	4,757,000	219,000
Aug. 10.....	1,419,000	4,670,000	182,000
Aug. 17.....	1,809,000	4,224,000	673,000
Totals	5,249,000	33,545,000	3,389,000
			5,984,000
			14,798,000
			23,286,000

War Affecting the Grain Trade.

A GUARANTY of \$2.46 for the 1919 wheat crop has been recommended by the joint com'ite of the Dept. of Agriculture and the Food Administration.

F. J. LINGHAM, cereal administrator, reports England has a reserve stock of 6,500,000 barrels of wheat flour and that in the United States there was on hand July 1 4,500,000 barrels of flour sold for export, but unshipped.

HENRY C. STUART, former governor of Virginia, and chairman of the agricultural advisory com'ite representing jointly the food administration and the department of agriculture, has been appointed a member of the price fixing com'ite of the War Industries Board.

AS AN ARGUMENT against the shipment of flour Edward Chambers, director of traffic of the railroad administration, and Geo. D. Ogden, chairman of the exports control com'ite, recently wrote Julius Barnes that "Grain handled thru elevator into vessel can be handled a great deal more promptly than can package freight handled over piers." They urged the imperative necessity upon Mr. Hoover of adopting this course.

JOINT ADVISORY com'ite of the department of agriculture and the food administration is reported to have voted in favor of an advance of 20 cents in the wheat price. The report said only 17 of the 24 members of the com'ite were present, but they voted unanimously. They said all the elements going into wheat production have advanced greatly in cost. It is reported Gen. Hoover is opposed to the proposed increase.—C. A. King & Co.

THERE has been no change in the position taken by the Grain Corporation relative to wheat permits, and, so far, no new permits have been issued nor extensions for expired permits granted. It is the evident intention of the authorities to prevent, if possible, serious congestion occurring at any seaboard market, and issuing of further permits will be based upon the ability of the Allies to furnish ocean tonnage in sufficient amount to relieve the railroad elevators and insure the prompt unloading of cars. The flow of wheat to the Eastern markets will, therefore, be regulated by the tonnage that can be furnished. It is not unlikely that in the near future a moderate amount of wheat will again be allowed to come forward.—L. W. Forbell & Co.

PIGS are feasting on wheat while human beings are obliged to substitute partly with corn and other things. Tourist recently thru several states says farmers have more wheat than they can ship. Feed is short and they are feeding their hogs and cattle partly on wheat. Why continue the substitute rule under such circumstances? It is reported Colonel Barnes has cabled General Hoover abroad to remove the substitute rule. Unfortunately General Hoover is at the front and it may take some time to get a reply. Until then there can be no relief. Visible supply is four times as large as last year. Receipts are enormous. Both America and her Allies have more than last season. Substitution was necessary then because wheat was scarce and our Allies needed all we could spare. This season it is different. Consumers and soft wheat millers are suffering unjustly.—C. A. King & Co.

CHAS. KENNEDY, second vice pres. of the Food Administration Grain Corporation, has notified the grain dealers of Buffalo that the Corporation will buy wheat at Buffalo on the same conditions as at other terminal markets, at the seaboard price less freight and the one percent handling charge. Payment will be made against negotiable warehouse receipts.

INTERMOUNTAIN grain dealers, farmers and millers have appealed to the Food Administration and the Railroad Administration for a readjustment of wheat and flour prices and transportation charges from that territory. Present freight rates, it is said, do not permit the shipment of either wheat or flour so that the price to the farmer for wheat may be maintained at or above \$2 per bushel, and millers are unable to compete with millers located in other sections, and neither they nor the grain dealers have anything other than a local trade that can be handled at \$2 to the farmer. It is said that the solution of the difficulty lies in the reduction of freight rates from Utah and Idaho points.

AT A MEETING of the Board of Grain Supervisors for Canada and representatives of the grain trade of Winnipeg, Montreal and Toronto, it was decided to ask the government to guarantee the price of Canadian wheat for the coming season. Representatives of the grain, milling and banking interests had an interview July 31 with Sir Thomas White, minister of finance and agriculture, at Ottawa, respecting the matter of financing the western wheat crop, and this will be taken up by the Minister of Finance with the Imperial government and the Bankers Ass'n. Among those present at the conference were: E. L. Pease, Sir John Aird, C. A. Bogert, H. B. Mackenzie, Dr. Magill, W. R. Bawlf, Frank Fowler, W. A. Black, E. W. Kneeland, F. W. Young, and B. Wynans.

PERMITS for the export of grain screenings from Canada will not be granted by the Canadian Grain Commission until there is filed with the application a certificate from the sec'y of the Fort William Board of Trade or Winnipeg Grain Exchange that the screenings were bought on the open market.



Nat S. Graves, Memphis, Tenn., Deceased.

Nat S. Graves Passes On.

Nat S. Graves, the genial and efficient Secy of the Merchants' Exchange, Memphis, died at his home in that city Aug. 11, aged 59 years. For over a year he had suffered greatly from a complication of diseases, but he was loath to give up his duties at the Exchange and visited his office frequently in defiance of his doctor's instructions.

He loved his host of friends in the trade and enjoyed working for them; it was his pleasure. He had many admirable qualities but above all he had a heart big enough to take everyone in. He was always glad to help anyone in the trade who came his way and naturally during his long tenure of office he made many staunch friends who never forgot his many kindnesses. The world is much better for his kindly service.

Reconsignment Hearing Sept. 4.

A hearing will be held by the Interstate Commerce Commission at Chicago, Sept. 4, on the reconsignment rules which were to have been effective May 1, but which are under suspension as to grain, seeds, hay and straw.

The suspension was granted on protest by the Chicago Board of Trade and other exchanges. The proposed rule is:

Grain, seed (field), seed (grass), hay or straw, carloads, may be held in cars on track for the privilege of National, State, Board of Trade or other official inspection and disposition orders incident thereto at billed destination or at a point intermediate thereto, subject to the following rules and charges. These charges shall be made in addition to demurrage, track, storage and other lawful charges, and shall accrue to the road performing the service and be noted on the way-bill.

The term grain as used herein includes corn, barley, oats, rye, wheat, buckwheat, popcorn, grain screenings and seed screenings.

Rule 1. When disposition order is received prior to expiration of 24 hours after first 7:00 a. m. after arrival, \$2 per car.

Rule 2. If disposition order is received subsequent to the period prescribed in Rule 1, but within seventy-two (72) hours after first 7:00 a. m. after arrival, \$2 per car for the first 24 hours plus a charge of \$1 per car for each additional 24 hours or fraction thereof.

Rule 3. If disposition order is not received within seventy-two (72) hours period prescribed in Rule 2, \$5 per car.

Note 1—If delivery is taken and car is taken and car is unloaded from track where inspected above charges named in Rules 1, 2 and 3 will not apply.

Rule 4. In computing time, Sundays and legal holidays (national state and municipal) will be excluded. When a legal holiday falls on a Sunday, the following Monday will be excluded.

Rule 5. For the purpose of disposing of car after it has been officially inspected the disposition order received after official inspection will be considered as being in lieu of consignment instructions under which car arrived at official inspection point.

Rule 6. If grain, hay, straw, field seed or grass seed, C. L. is held on track except for official inspection the general diversion and reconsigning rules will apply.

As grain is nearly always moved from the inspection tracks before unloading the effect of the proposed rule will be to place an additional burden of expense on the shippers.

ATLANTIC PORTS are blocked with wheat and oats, and the shipping situation is badly congested. Cars are very scarce as there is such an enormous amount of wheat in transit all over the country. The movement from the winter wheat sections of Illinois and Missouri is about over, but Iowa, Nebraska and the Northwest are just getting started.—W. H. Perrine & Co.

Good Program for G. D. N. A. Convention.

The 22d annual meeting of the Grain Dealers National Ass'n is to be held at Milwaukee, Wis., Sept. 23, 24 and 25, and an attendance of 1,500 is expected, as Milwaukee is close to the center of cereal production. Then, too, the war will bring out many dealers who do not usually go to conventions. They will want to get the latest information from representatives of the government relative to the handling of the 1918 wheat crop.

One of the leading speakers promised for the business session is Julius H. Barnes, pres. of the Food Administration Grain Corporation. Mr. Barnes will discuss the new regulations. By the time the convention meets any flaws in these regulations will have developed and Mr.

to be present. Gov. Goodrich is interested in the grain business. He is a splendid speaker and will have a message for the convention.

Governor Phillip will welcome the grain men of the United States to Milwaukee at the opening session on Monday morning, September 23.

Charles J. Brand, chief of the Bureau of Markets, will also be on the program, as will Dr. Duvel, who has just returned from Australia, where he went to help the Anzacs control the weevil pest in the big surplus of wheat which has been accumulating in the island continent for two years.

Another speaker secured is C. A. Briggs, of the Bureau of Standards, Washington, D. C. Mr. Briggs will discuss the weighing problem which has become so acute in the grain trade because of Interstate Commerce Commission Case No. 9009. Mr. Briggs can speak authoritatively on what constitutes "adequate facilities for weighing."

The program, it is expected, will be completed in a few days by the acquisition of one or two speakers of national reputation. As soon as their consent is obtained the program will be rounded out and published.

The report of the chairmen of the various committees will be more than usually interesting this year because of the many problems that the war has brought in its train. This is especially true of the chairman of the Transportation Com'ite. Henry L. Goemann, the head of this com'ite, has been kept busy since the Buffalo meeting holding conferences with the railroads and the Director-General's office. The report of A. E. Reynolds, chairman of the Com'ite on Legislation, will also be of absorbing interest, as will be the reports of the chairman of the Committee on Membership and the two arbitration committee chairmen.

On the whole, the convention gives every indication of being the greatest the Association has ever held. This applies both to the number in attendance and the enthusiasm manifested. The Grain Dealers National Ass'n met in Milwaukee in 1904, fourteen years ago. At that time the organization was not strong, either numerically or financially. In the fourteen years that have intervened the Ass'n has grown until it now has more than 4,000 members with a surplus in the treasury of approximately \$20,000. The Milwaukee dealers gave the visiting grain men a royal time in 1904. They realize the Ass'n is much larger now but they expect that each delegate will go away from the Wisconsin metropolis as pleased as he did fourteen years ago when he had one of the most enjoyable visits in his life.

THE WAR TRADE BOARD, after consultation with the Food Administration, announce the withdrawal of the authority heretofore extended to collectors of cus-



Hon. F. B. Carvell, Minister of Public Works, Dominion of Canada.

Barnes will take advantage of the opportunity to hold a conference with the trade with the idea of making any necessary changes that time and experience shall dictate.

At the great banquet on the evening of Tuesday, Sept. 24, the principal speaker will be the Hon. Frank B. Carvell, Minister of Public Works, in the Canadian Cabinet. Mr. Carvell is recognized as Canada's greatest orator, and that is saying much for the Dominion has a number of splendid speakers. Those who heard Sir George E. Foster at the Buffalo meeting last year will bear this out. Mr. Carvell will discuss the war from the standpoint of a Canadian statesman. This speech will be a forensic gem and will be worth going many miles to hear.

Another speaker secured for the convention is Gov. James P. Goodrich, of Indiana. Gov. Goodrich was on the program for the Buffalo convention last year but he was taken suddenly ill and was not able

Daily Closing Prices.

The daily closing prices of oats and corn for September delivery at the following markets for the past two weeks have been as follows:

SEPTEMBER OATS.

	Aug.												
Chicago	68 1/4	69 1/4	68 1/2	68 1/2	69 1/4	70	70 5/8	70 7/8	73 1/4	72 1/2	73	71 1/2	70 7/8
Minneapolis ...	66	66 1/4	65 5/8	65 5/8	66 1/2	66 1/2	68	68 1/2	70 1/4	69 1/2	69 1/2	68 1/2	67 1/2
St. Louis.....	69 1/4	70 1/4	69 1/4	69 1/2	70 1/2	71 1/4	71 1/2	72 1/2	74 1/2	74	74 1/2	73	72 1/2
Kansas City... .	69 1/2	70 1/2	70	70 1/4	70 1/2	71	71 1/4	71 1/2	71 1/2	74 1/2	74 1/2	73 1/2	72 1/2
Milwaukee	68 1/4	69	68 1/2	68 1/2	69 1/4	70 1/2	70 3/4	70 7/8	73	72 1/2	73	71 1/2	71
Winnipeg*	82 1/2	83 1/2	83	83 1/2	83 3/8	83 3/8	84	84 1/2	85 1/2	84 1/2	85 1/2	84 1/2	83

SEPTEMBER CORN.

Chicago	158 7/8	163	162	161 1/4	162	161 3/4	162 1/4	161 1/2	161 1/4	164	163 1/2	161 1/4	158 1/4
St. Louis.....	159 7/8	164 1/2	163 1/4	163 1/4	165	164 1/2	165 1/2	164 1/2	169	168 1/2	168 1/2	165 1/2	162 3/4
Kansas City... .	158 7/8	163 1/4	163	163 1/2	165 1/2	165 1/2	166 1/2	166	171 1/2	172	170 1/2	167 1/2	165 1/2
Milwaukee	159 1/2	162 1/2	162 1/2	161 1/2	162	161 1/2	162 1/2	161 1/2	164 1/2	164 1/2	163 1/2	161 1/2	158 1/2

*October.

An Invitation to Grain Dealers.

Milwaukee cordially invites the Grain Trade to be its guest on September 23, 24 and 25 next, when the Grain Dealers National Association holds its Annual Convention in our city.

Centrally located, and an ideal convention city, Milwaukee confidently looks for a great gathering, and the Milwaukee Chamber of Commerce is preparing to show its guests that the phrase "Milwaukee hospitality" is more than empty words. You are not only invited, your are urged to come.

The convention program will be one that no grain dealer can afford to miss, and the Chamber of Commerce will see that its honored guests will leave our city with a warm spot in their hearts for Milwaukee.

Wallace M. Bell, Chairman,
Executive Committee of Chamber of
Commerce in Charge of Entertainment
of Visitors.

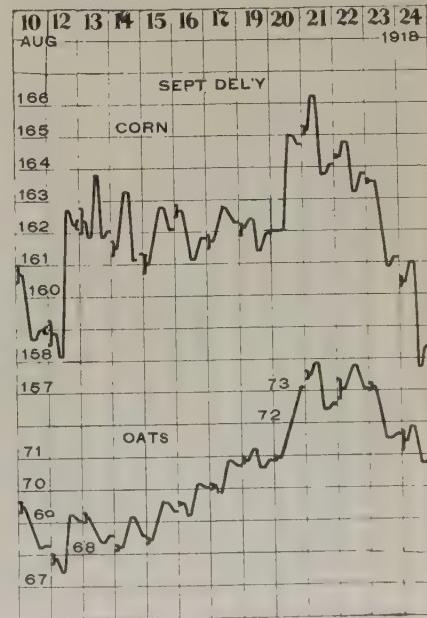
BALTIMORE recently received 40,000 bags of wheat from Melbourne, Australia.

W. N. ECKHARDT of Chicago now is acting pres. of the Council of Exchanges, Pres. J. D. MacMillan of Minneapolis having taken an indefinite vacation.

GOVERNOR BURNQUIST of Minnesota announced Aug. 15 that a new appeal will be made for a revision of the federal wheat grades to meet the objections of Minnesota farmers.

Chicago Futures

Opening, high, low and close on corn and oats for September delivery at Chicago for two weeks past are given on the chart herewith:



The GRAIN DEALERS JOURNAL.

Will Need Snow Plows to Clear Tracks of Grain.

Grain Dealers Journal: There is nothing I can say that will better illustrate the conditions we are confronted with than the enclosed photos of piles and trails of grain on railroad tracks and in yards which has run out of box cars and practically all of which is wheat. This condition exists generally and is not confined to any particular railroad yard, and I am satisfied that the same wastage of grain is prevalent wherever cars move in other terminals and along the carriers' right-of-way. If this thing keeps up it will be necessary for the railroads to use steam scrapers or impress their snow plows into service to keep their tracks free of grain so they can get through.

To say the least it is a most deplorable condition of shipping at a time when the public is being urged to save food so that our soldiers may live and fight our battles. This wastage has become so flagrant that the public, which as a rule pays little attention to a matter of this kind, has begun to take notice. Practically all of this loss is due to dilapidated cars and rotten cooperage material being furnished by the carriers, and frequently improper application of same.

In considering this matter one naturally thinks of the loss in dollars and cents there is to some one, and you must remember that while every pound of wheat represents five cents it increases relatively as it travels to the consumer;

the financial loss is secondary and does not concern the public so much as the actual loss of wheat as a bread maker.—Yours truly, John Dower, Supervisor of Weights, Merchants' Exchange, St. Louis, Mo.

RAILROADS MAKING NO EFFORT TO RECOVER GRAIN.

Mr. John Dower,
Supervisor Dept. of Weights.

Dear Sir: Wish to report Car No. 170424 I. C. standing in Wabash West Yard, south end, at Carrie Ave. which was leaking badly from bottom of side door, large pile of grain on ground carried off in tubs and sacks by the natives, 6:15 A. M. Aug. 6th.

The leakage from Car No. 101322 C. N. W. in "K" Line Yard reported to you Aug. 3rd, was not reclaimed, same being allowed to remain on the ground a great part has now disappeared. Piles of good wheat from one bushel up on the ground going to waste and being carried off by trespassers is a common sight, and apparently there is no effort made to save it. A good many of the serious leaks develop after the cars arrive and are being switched from trains to hold tracks and from hold tracks to delivery tracks.

As an example, Car No. 8498 Van. arrived in train at "K" Line Aug. 6th, in the A. M.; at 8:35 A. M. car was thrown on track 14, moving about 12 miles an hour and striking against cars standing on track resulting in draft timbers of car being broken and causing leakage at side and end sills. Car was in good order upon arrival.

I noted the following cars from which grain was leaking and lying on the ground: "K" Line Yards, Aug. 6th:
208122 G. N., leaking A-end, about 2 bus. on ground.

44598 N. C., leaking B-end, about 3 bus. on ground.

6643 P. M., leaking side, about 3 bus. on ground.
Wabash West Yards:
170424 I. C., about 10 bus. on ground.
M. K. & T. Yards:
7011 E. J. E., about 10 bus. on ground.
69606 C. N. W., about 2 bus. on ground.
Respectfully, L. J. REBORI,
Deputy Supervisor.

VIGILANT WATCHMEN RECOVER GRAIN.

Mr. John Dower,
Supervisor Dept. of Weight.

Dear Sir: Supplementary to my several reports will state that conditions in Yard remain about the same. A great deal of good grain is being lost for want of effort to save it.

In the "K" Line Yard a large pile of oats reported previously still remains on the ground; a great part of it being ground up by cars passing through it and people passing over it. What remains of the wheat mentioned in reports still on the ground, and in addition a new pile of oats on north end of track No. 11, estimated at about 15 bus., has been on ground for several days. I also find daily piles of good wheat from 1 to 10 bus. on the ground, some of it I can trace the cars it was lost from and some apparently are in deliveries made to connecting lines at night. Following is a report covering a few of the cars leaking grain:

Partial Report of Cars Picked Up in the Yards Several Days After Arrival with Leaks Developed in Switching.

"K" Line Yards.

8-15-1918, 74720 M. K. T.—Door-post shoved out; estimated about 10 bus. wheat in pile at car. Track 17.

8-15, 40522 M. & O.—Leaking at grain door; estimated 3 bus. of wheat in pile at car.

8-11, 8129 P. & E.—Leaking at side; est. 3 bus. of wheat at car.

M. K. & T. Yards.

8-15, 160227, O. S. L.—Auto car; leak at door-post; est. 2 bus. of wheat in pile at car.

8-16, 20894, N. W.—End and draft still broken; est. 60 bus. of wheat in pile at car.

8-16, 11033 C. N. J.—Door-post shoved out; est. 10 bus. wheat in pile at car.

8-16, 20396 M. & O.—Double doors, center door-post sprung out; est. 4 bus. of wheat in pile at car.

8-18, 73527 P. R. R.—At side sill; est. 2 bus. wheat in pile at car.

8-13, 71694, C. M. St. P.—Door-post broken; est. 2 bus. wheat in pile at car.

8-14, 7091 Rut.—Side post shoved out; est. 5 bus. wheat in pile at car.

C. & A. Yards.

8-17, 37945 N. P.—Leaking at corner post; est. 2 bus wheat in pile at car.

8-17, 39672 N. P.—Leaking through floor; est. 2 bus. wheat in pile at car.

Conditions in regard to cars not sealed and doors open are still very bad and this applies to the M. K. & T., C. & A., Venice and Brooklyn St. Yards; at all places leaking cars are common and evidence on the ground appears that there is a serious loss of grain going on.

While it is true that the cars are in bad condition and do not stand up under the handling through the yards and terminals, it is also true that it appears defective cars could be switched with some regard to their condition and car men could use better judgment in making repairs on leaking cars. For instance, car has a door-post or end posts shoved out, instead of having car set on repair track and having same jacked in and braced, as a rule some waste is stuffed at the leak which stops it until the car is switched again. This move is repeated several times, each time with a loss of the contents of cars and finally the car lands on the repair track for heavy repairs or transfer.

Then we have the matter of reclaiming grain lost from the cars. In my territory it appears it has no value and no effort is made to pick it up. It appears to me that if a man was detailed by the railroad company to take care of this feature and sack and store the grain, the results would be good.

I noticed at the M. K. & T. Yards this morning they were lining the empty cars to be applied for grain loading. The men were using paper and laths and giving the interior of the cars some attention; this is a move in the right direction. Also wish to state that there has been a shift of watchmen at the M. K. & T. Railroad and the man on the day watch appears to be making an effort to get into the game.

Car No. 20894 N. & W. had draft sill and end sill broken while switching in south end of yard and a large quantity of wheat spilled on the ground; this happened in the afternoon of Aug. 15th, and as usual was carried off by trespassers, one man hauling away a load with a horse and wagon. The following day the watchman compelled some of them to return what wheat they had taken; one man had four bushels; I understand the watchman was to get the party that had the wagon load.—Respectfully, L. A. Rebori, Deputy Supervisor.

RAILROADS WASTING WHEAT WANTONLY.

Mr. John Dower,
Supervisor Dept. of Weights.

Dear Sir: For your information I am attaching a partial check of grain lying on the ground in "K" Line Yard this A. M. This report does not cover the East and West Yards where there is an accumulation of grain cars, or the receiving tracks where cars are received from connecting lines and where the delivery tracks for the elevators are located. A check of this territory would show considerable loss of grain. The point I am trying to make clear is that a great proportion of this grain is lost. The wheat is all first class milling wheat, and if there was some system of promptly reclaiming it, it could be used for milling purposes. There is no attempt made to save small quantities and the large amounts are left scattered around, exposed to the weather and pilferage.

For example, the wheat lost from car No. 101322 C. N.-W., of which I wrote you about, was picked up Aug. 6th, after 10:00 a. m., and placed in car No. 27910 N. P., and sent to Tyler St. team track to be sold; the amount of wheat picked up was estimated at 30 bus. This grain was on the ground from Aug. 3rd, 7:00 a. m., to Aug. 6th, and a good part carried off.

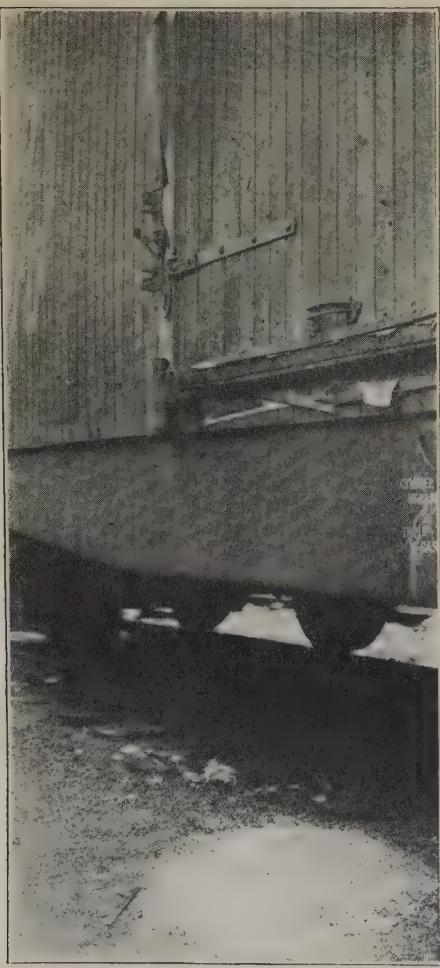
Partial check of grain on the ground in outbound Yard "K" Line, Aug. 8, 1918:

On lead North End of Yard: About 100 bus. good wheat from Car No. 543 G. F. A. (draft timbers and end sills broken), yard engine passing through this grain all forenoon; about noon Car. No. 22497 G. T. was placed to load this grain.

On North Scale Track: 200 or more bushels of good wheat from Car. No. 131200 C. B. Q. (grain lying on ground 24 hours, some gone during night).

On Track No. 7, East Side of Track: About 150 bus. of oats, apparently from Car No. 1091 F. S. W., which I found on repair track with large depression in grain on east side at door.

Track 16: 1 bu. of wheat from Car. No. 30030 D. L. W.



A. N. Y., N. H. & H. Car Scattering Grain in Wabash Yard at St. Louis, Mo.

Track 5: 1 bu. of wheat from Car No. 265055 Sou.

Track 5: 20 bus. of wheat from Car No. 28520 St. P. M. O. Car arriving in train leaking, switched to scale track and then to hold track, leaving piles of grain.

Track 6: 2 bus. of wheat from Car No. 55378 C. M. St. P.

Track 6: 16 bus. of wheat from Car No. 11234 N. C. St. L.

Track 4: 2 bus. of wheat from Car No. 44598 M. C.

Track No. 8: 3 bus. of wheat from car not located; in piles of about $\frac{1}{2}$ bu.

Cars reported and leaks developed in yard, switching afterwards:

4547 L. & N.—Leak at side.

30357 H. V.—Leak at A-end draft sill.

160380 Sou.—Leak at side.

68864 C. N. W.—Leak at A-end.

44598 M. C.—Leak at A-end, post sprung;

car arrived Aug. 3rd, found several days later, repaired, and found this A. M. with end post shoved out A-end.

Track 9: 10 bus. on ground from Car 62982 D. R. G.

It appears as if there is a good field to inaugurate a system that would save some of this grain. The M. K. & T. Yards show no improvement today. Car No. 62982 D. R. G. on track No. 9, about 10 bus. of wheat on ground being carried off in sacks by the natives.—Respectfully, L. A. Rebori, Deputy Supervisor.

HERBERT HOOVER, who has been in France and England for a month, returned to Washington Aug. 24, with a report of encouraging food conditions abroad. The principal conservation will be in beef and sugar.

A NEAT DESK mirror is being sent to its friends by the Elmore-Schultz Grain Co., of St. Louis, Mo.

IN NEW ZEALAND there will be quite a shortage of the wheat supply from the 1917-18 crop, which is estimated by some to be about 1,000,000 bushels, and from the present outlook the 1918-19 crop will probably fall short of the past year's crop. The fall seeding was about 15 per cent below the fall seeding last year, and the indications are that the spring seeding will scarcely come up to last spring seeding, with the weather not so very favorable to date.—U. S. Consul General Alfred A. Winslow, Auckland.

Evidence of Leakage in Railroad Yards About St. Louis.

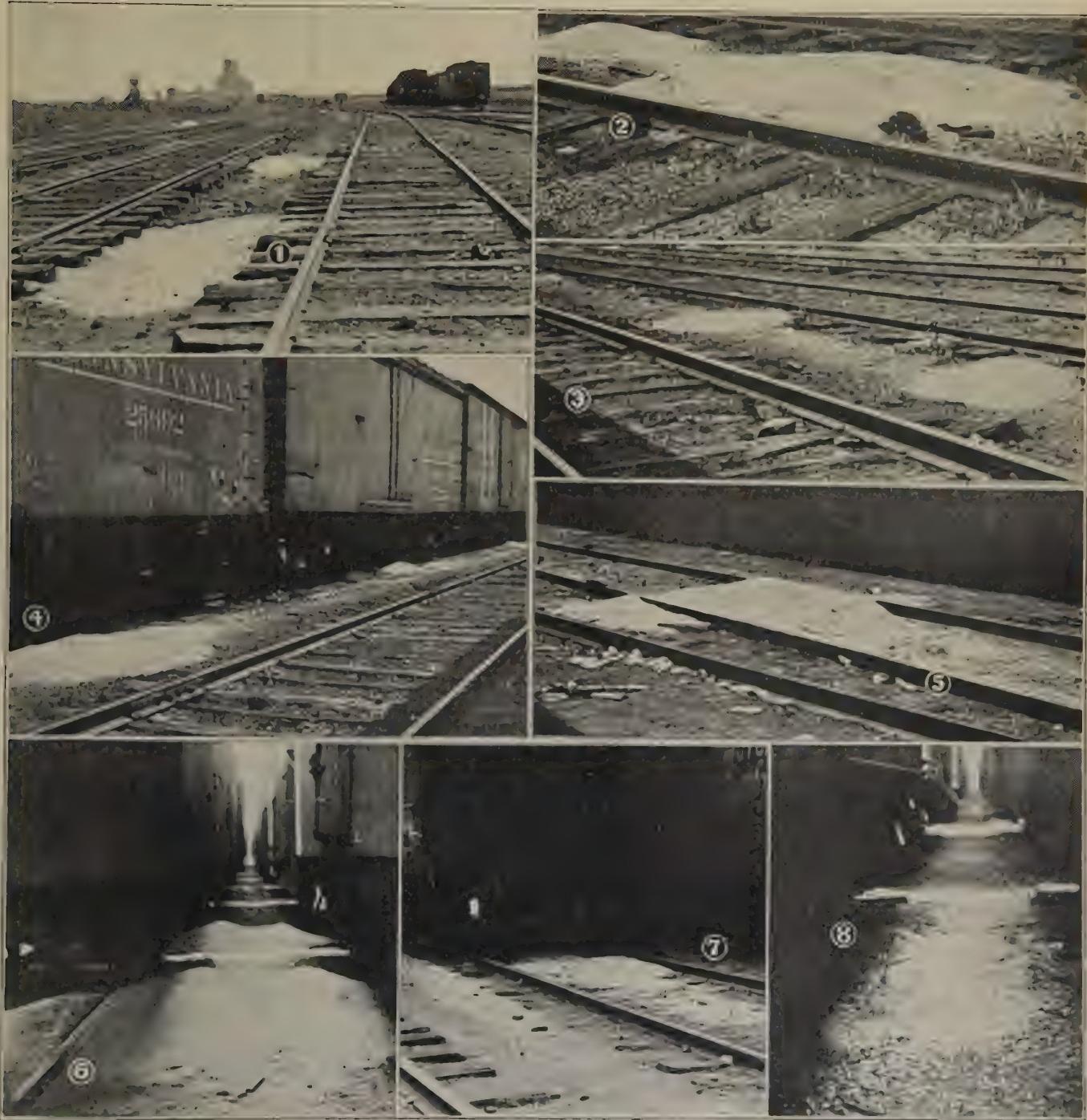


Fig. 1—K Line. Remains of what had been Large Piles of Grain. Fig. 2—K Line. Large Pile Oats, Smaller Pile Wheat. Fig. 3—K Line. Hold Tracks North End. Various Piles of Wheat Caused by Leakage. Fig. 4—K Line. Hold Track North St. Louis. Large Piles of Wheat Foreground and Smaller Piles in Distance. Fig. 5—C. & A. Hold Track Venice, Ill., Aug. 9. Large Pile Wheat. Fig. 6—K Line. Hold Track North St. Louis. Two Large Piles Oats. Fig. 7—K Line. Hold Track North St. Louis. Large Pile of Wheat. Fig. 8—K Line. Hold Track North St. Louis. Corn Spilled.

Cost of Handling Grain Thru North Dakota Elevators

At a meeting held at Casselton, N. D., Aug. 2d, 1918, at which were present representatives of twenty-seven Farmers and Independent elevator companies of Cass County, a committee was appointed for the purpose of investigating and determining as closely as possible the actual cost of handling grain under the present conditions. The committee was also instructed to report back to the elevator companies a recommendation as to what would, in the committee's opinion, be a fair basis for the purchase of wheat of the present crop. Also such recommendations as the committee might adopt in regard to other charges, and to general trade practices.

The committee has given careful consideration to the question of present cost of handling grain. In this we are under considerable obligation to Mr. Fred M. Schultz of the Schultz Audit Co., who was kind enough to give us the benefit of his wide experience gained through elevator auditing, as well as of various data in his possession, and thereby enabled us to get at a much closer estimate than would otherwise have been possible. The estimate is made on the basis of the average elevator in this territory handling 100,000 bus. of grain annually on an average, which we agreed on at the Casselton meeting as a standard. The committee presents the following statement of the estimated cost of operation of such an elevator:

Detailed Statement of Approximate Cost of Operating Elevator Handling 100,000 Bushels.

Manager's and helper's salaries....	\$2,000.00
Light, heat and power.....	175.00
Depreciation	800.00
Stationery	100.00
Directors salaries	65.00
Bonds and licenses	85.00
Rent of site.....	25.00
Taxes	100.00
Insurance	500.00
Interest	1,000.00
Interest on investment.....	500.00
Miscellaneous expense	150.00

Total	\$5,500.00
Deduct value of screenings.....	500.00

Net cost	\$5,000.00
Average actual cost per bushel handled 5c.	

It is evident that this cost will not apply equally to all kinds of grain, and an estimated distribution of this cost among the kinds of grain handled has been made as follows:

Wheat and rye..	55,000 bus. at 6c	\$3,300.00
Barley	25,000 bus. at 4c	1,000.00
Oats	20,000 bus. at 3½c	700.00

Total	100,000	\$5,000.00
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EXPLANATION.

Some explanation of these figures may be required, and the following is presented:

Interest. The estimated cost of interest is based on an average of 36 days from the time of purchase of grain until it is accounted for at the terminals. We believe that this is but little more than the usual time, and that any serious car shortage would materially increase this item.

Depreciation. This is based on 10% on the estimated value of the plant. With present prices of lumber, paints, machinery, etc., as well as of skilled labor to use them, this figure is probably

too low rather than otherwise. Such increased costs have not been considered in setting a value on the plant, on which this estimate is based. A comparison of cost of repair work was made, averaged over a number of years and on several elevators, and this showed a higher percentage than the above, but the committee considered that some allowance should probably be made for betterments which had been listed as repairs.

Special Binning and Cleaning. No consideration is given to handling charges received on special bin grain, as it is apparent that at present rates, such income is not above the actual extra cost. The same is true of cleaning charges, grinding feed, etc. Gasoline and similar cost items have not been figured for such work in the statement.

While the proportion of expenses under the different items will vary under different conditions, the committee believe that the total will compare closely to any average elevator of that size and volume of business.

COST OF SHIPPING.

The central part of the county had a freight rate before the recent change of 12c per cwt., and the same has now been advanced to 15c. This makes the cost of shipping and selling 100 bushels of wheat as follows:

Freight at 15c per cwt.....	\$ 9.00
War tax, 3% on freight.....	.27
Commission, 1½c per bu.....	1.50
Inspection, weighing, switching, etc. (based on actual average) ..	.25
Freight on dockage, 2%.....	.18
Normal loss in transit (railway rule)20

Total	\$11.40
-------------	---------

This shows the actual cost of shipping and selling a bushel of wheat from stations having a 15c freight rate equals about 11½c.

MARGIN OF PROFIT.

Last season the average basis of purchase of wheat was about 12 cents under terminal prices, or \$2.05 for No. 1 Northern. A minimum price has now been established by the Government of \$2.21½ in Minneapolis, and \$2.22½ in Duluth, for No. 1 Northern. As the freight rate from this territory is the same to each point, the committee has considered the Duluth price as ruling. On this basis, if wheat is bought at the same net price for 1 Northern as last year, as we suggested at the Casselton meeting, the following result would be indicated:

Value in Duluth per bushel.....	\$2.22½
Cost at elevator.....	2.05

Gross margin	\$0.17½
Cost of handling, per state- ment	\$0.06
Cost of freight, commis- sion, etc.11½

Total cost17½
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Margin of profit.....Nothing

The committee is confident that its estimates given above are closely figured, and that wheat cannot be bought on the above basis, and under the conditions

given, with any margin of profit. It is certain that a net profit of at least one cent per bushel should accrue to the elevator companies. On the other hand, some of the elevator men at the recent meeting expressed the opinion that it would be difficult and unwise to put the buying price below last season. The matter is left to the various companies without recommendation from the committee, other than the following:

RECOMMENDATIONS.

1. That great care should be taken in following premiums quoted at terminals, and that such premiums should be passed on to customers only when the wheat is sold "to arrive," with all conditions favorable for making delivery within the prescribed time.

2. That no company can pay *more* than the above basis for wheat without the probability of *actual loss* on the wheat handled.

AS TO TRADE PRACTICES.

The committee offers the following recommendations regarding trade practices, and believe that they require no explanation other than that given in this report as to the present cost of doing business.

1. That storage be charged to everyone holding grain, and that it be figured strictly according to the legal rate.

2. That no cleaning be done for customers where the dockage does not exceed 5%, and that 2% be allowed for screenings which may not be removed from the wheat.

3. That no grain be special binned or cleaned for customers during the threshing season.

4. That no free storage be given on special bin grain.

5. That no reduction be made in the established prices for special binning or cleaning for customers.

The conclusion forced upon the committee has been somewhat of a surprise to its members, and will no doubt be to many of the elevator officers and managers. It is hoped that the data submitted will be found of value, and that the information and recommendations will result in some benefit to the trade.

Respectfully submitted:

W. R. Reed, Amenia.

R. F. Gunkelman, Fargo.

C. B. Prichard, Gardner.

Committee.

GIVE up your luxuries that the Kaiser may be made to give up his ambitions.

A LETTER received by C. B. Riley, sec'y of the Indiana Grain Dealers Ass'n, from J. J. Stream, Chief Coarse Grain Section of the Food Administration, states that the Railroad Administration is requiring all shippers to make known their Food Administration license number to the local railroad agent, and where country dealers are without license and make shipments, the local agent must make report of such fact to the Transportation Dept' of the Food Administration and this report in turn is referred to this dept' for proper action. Farmers shipping their own grain or shipping grain in combination with other farmers to market do not require licenses. The law refers only to dealers engaged in the buying and selling of foodstuffs. Commission merchants should use necessary precaution to see that these shippers have complied with the license requirements of the Food Administration.

Scale in the Water Jacket.

In the photographs reproduced here-with is shown the remarkable results of using water containing certain foreign substances in solution for cooling the cylinder of an internal combustion engine. This particular sample of scale, or incrustation, was obtained from a 16 h. p. hopper cooled gasoline engine at the elevator of W. J. Madden at Toulon sta. (Hays p. o.), Kan.

It is not possible to state just how long the engine has been used, because it has been idle various periods since it was installed in the elevator some 2 years ago, but one may be fairly certain that the same proportionate rate of incrustation in an engine continuously in use for 2 years would seriously interfere with the circulation of the cooling water.

The scale is approximately $\frac{1}{8}$ of an inch thick. The part which was next to the cylinder wall is nearly the color of rusty iron, and, in fact, it appears that some of the iron was removed with the scale. The outer surface of the scale, as shown in the engraving, is a mass of close lying crystals of a dark yellowish color. The exact nature of its composition could be determined by a chemical analysis, but this would serve no good purpose, for the reason that the analysis would apply only to this incrustation and would give no assistance in general cases.

In the engravings the piece of scale shown in "A" is $\frac{3}{4}$ its natural size, while a good idea of the thickness can be had by comparing the edge shown in "B" with the wood block upon which it stands. This block is 1 inch wide from right to left.

According to B. R. Hawley, Mgr. En-

gine Sales Division of the Chicago Pneumatic Tool Co., the incrustation will cause no particular bad affects, except that it will retard the cooling action of the water on the cylinder wall, and finally, if the deposit be allowed to continue, it may stop some of the openings and thus prevent the circulation of the water. Mr. Hawley also gave the following suggestion for the removal of scale:

A solution of sulphuric acid, using one part acid to ten parts of water, will attack the scale of deposit left by jacket water, reducing same to a fine, white precipitate, which is soft and easily washed by a running stream of water.

If the engine cylinder is drained occasionally and then filled with the acid solution and allowed to stand over night, most, if not all, of the deposit can be washed out by turning on the water in the morning and letting it run half an hour before starting the engine. Afterwards, the engine can be started and the deposit will probably continue to wash out for some time.

This water or acid solution should, in no way, be used inside the cylinder.

ELECTRICAL DISCHARGE over a growing crop greatly increases the yield. At Dumfries, England, 21 wires were strung over one acre, 6 to 7 ft. above the ground, one end of the wires connected to the soil and the other to the secondary circuit of an induction coil producing 90,000 volts, with two ball interrupters giving sparks 6 inches long between the wires, which were $1\frac{1}{2}$ ft. apart. A current of 3 amperes at 50 volts was consumed. The crop on the electrified acre was 2,637 lbs. of oats, against 1,764 lbs. on two half acres alongside, not electrified. The yield of straw was increased 88 per cent. The increase in the yield was valued at \$30.90, and the cost of current was \$2.67.

Elevator Observations.

BY TRAVELER.

The chair bottom was gone, but that did not make the frame useless, nor cause J. B. Gillespie, Jr., Sup't for the Halliday Elvtr. Co., Cairo, Ill., to throw it in the junk pile. He took a piece of rubber belt and made a new bottom. Nailed it in place, and he had a chair that, for strength, is better than when it came from the furniture store. And it did not cost anything, for the rubber belt had been discarded.

TO ELIMINATE the danger of injuries to employees and innocent but meddling bystanders, the Farmers Union Cooperative Ass'n, at Fremont, Neb., has had a sliding door fitted to the opening in the front of the up-leg thru which the operation of the belt and buckets can be observed. Almost every leg opening has a door of some kind, but the sliding door is better than that which swings on hinges as it does not get in the operator's way; and it is always closed except when it should be open. This particular door is fitted into grooves at the sides of the opening so that it will slide up and down, with stops to prevent it from going too far in either direction. To make its operation still more satisfactory, a rope is fastened to the upper end of the sliding panel, carried over two pulleys and a piece of iron attached to its other end, so that there is a balance between the two. A slight pull or push closes or opens the door and it stays where left until another movement is desired.

SOMETIMES it is impossible to prevent the accident that results in the spilling of grain between the elevator and a car which is being loaded or unloaded; and if the space between the house and the track is dirty and full of trash, as one frequently sees it, some of the grain cannot be recovered. It is far more satisfactory, as well as a practical measure of conservation, to keep the space clean. But even then it is difficult to sweep all the grain from around the ends of the ties and off the ground. At a few plants the person in charge has solved the whole problem with one stroke by laying a concrete floor between the house and the track. Some lay the concrete flush with the flange of the rail, filling in between the ties, while others stop at the ends of the ties. The former method is preferable. The concrete should be thick enough so it will stand up under the bumps it will receive, and this will require a layer some $2\frac{1}{2}$ to 3 inches thick. With a concrete floor between the elevator and track it is easy to sweep up any grain that may be spilled, and besides this feature of saving it makes for greater cleanliness.

AT ABILENE, KAN., the Midwest Mfg. Co., of which I. W. Arndt is mgr., found itself confronted with the need for some kind of a dumping arrangement that would make it possible to unload auto trucks quickly. As a new plant was being built, Mr. Arndt had the advantage of being able to start from the ground up in making his plans. He purchased an ordinary overhead dump from Ehrsam & Sons, and installed it in the driveway of the elevator. No dump logs were built. The floor of the driveway was made continuous thruout, with the exception of two trapdoor openings. One of the trapdoors was so placed as to make it immediately below the rear of a wagon when its front wheels are under the overhead shaft used as a winding drum for the cables which lift the front end of the wagon. The other trapdoor



A, Face, and B, Edge of Piece of Scale from Water Jacket. Reduced One-Half.

The GRAIN DEALERS JOURNAL.

was placed farther back in the floor so as to accommodate the greater length of an auto truck. Originally the shaft was geared and connected to be operated by means of a hand crank, but as a continuous belt employs elevator was located nearby Mr. Arndt had pulleys and belts arranged to drive the shaft from the motor which operated this elevator, thus making the dump power driven. At the time of the observation no motor trucks had been dumped, but the device had been tested with Mr. Arndt's 5-passenger touring car, and it lifted it "like it were but a feather." It was intended that, should any trouble develop by reason of the spilling of oil from the drip pan beneath auto trucks, a shallow metal pan would be provided to slide under the truck just before the dumping operation began. This would prevent the oil from becoming mixed with the grain.

THE MOST DILAPIDATED and decrepit appearing collection of buildings I have seen was on the west side of the Rock Island tracks as I passed thru Kingfisher, Okla., early in June. The general outlines of at least one of the buildings identified it as an elevator, while nearby were other things which appeared to have some connection with it, and which may be coal sheds, warehouses, or what not. And, it makes little difference what purpose they were erected for, or what their present use may be; they stand today as ugly evidence of carelessness and neglect. Altho these buildings are an offense to the sight, the real offense strikes much deeper than this because it is possible to look in another direction if one does not care to view their rundown condition; but one cannot remove, by a simple turn of the head, the fact that these buildings stand as an ever present danger to their neighbors on every side, and to the peace of the community as a whole. A locomotive spark, finding entrance thru one of the holes in the roof, or for that matter one alighting on the shingles of the roof itself, can soon start a blaze that will in a few hours destroy property that cannot be replaced in several lifetimes.

Hay Shippers Will Buy on \$2 Margin.

At a representative conference of hay shippers of N. W. Ohio, N. E. Indiana and S. E. Michigan, held in Lima, Tuesday, Aug. 13, 1918, the following resolution was adopted by unanimous vote:

"WHEREAS it is recognized that the Government's hay requirements take precedence over private trade requirements and that it is the duty of every hay shipper to give the Government's requirements first consideration; and

WHEREAS hay producers rightfully expect and require that hay buyers pay like prices for like grades and that such prices be within a reasonable margin of prevailing selling prices; and

WHEREAS wide variations and sharp fluctuations in hay selling quotations prevail in the various public markets, thus making such quotations an unreliable guide; be it

RESOLVED, that we, the hay shippers of N. W. Ohio, N. E. Indiana and S. E. Michigan, the leading hay producing section of the United States, handle hay, for the period of the war, upon a working margin of two dollars per ton and that we base our paying prices two below the Government's prices available to us for like grades;

FURTHER, that, for the purpose of facilitating the realization of these resolutions, T. P. Riddle of Lima be authorized to publish weekly a Hay Price Card to be addressed to all established hay shippers within this territory at a subscription rate of 25c a month."

Letting the Contract in War Time.

Abnormal conditions with advancing prices for both labor and material have made the task of letting the contract for 1918 construction work an important one to grain dealers. The high prices for grain together with its increasing value as a war force have forced a greater realization of the need for rapid and efficient elevators with which to handle this valuable food product.

The cost of the handling facilities of any commodity generally vary as the value of the commodity varies. Two dollar wheat merits twice as much care in handling as one dollar wheat. And so with the marked advance in the prices of grain, it becomes evident that old time methods of handling are incompatible with present values. Better mechanical facilities, insofar as they prevent the waste that accompanies cheap and inefficient methods are therefore indispensable necessities from a patriotic as well as a money making view point.

The question is then, How can the grain dealer proceed in letting the contract for an elevator in a way that will be fair to himself, to the contractor, and at the same time encourage the construction of better elevators?

Before trying to answer, it must first be understood that the relation that has heretofore existed between the elevator builder and the grain dealer has been destructive to both the dealer and the builder. No grain dealer who has had anything to do with the letting of a contract for a new elevator will deny that the practice has long been common with country dealers to let a contract to those builders who are willing to engage in a price cutting contest. Dealers report that where competition was keen they seldom failed to find a builder who refused the contract at the cost price. The grain dealer who promotes cutthroat competition among builders deserves to find when too late for relief that the builder has substituted inferior materials and skimped on the job in order that he might obtain the equivalent of fair wages.

ELEVATOR CONSTRUCTION work has become a highly specialized branch of engineering. Because it has become so highly specialized it is of paramount importance that we have within that class of engineers reliable men both as to character and engineering proficiency. One thing is certain, the quality of work done by these engineers can not long be better than the engineers who compose the special class can afford to give. Unless reliable builders are fairly compensated for their time and labor we will make no advance toward better elevators. Unscrupulous competition among elevator builders must therefore be done away with, because cutthroat competition will drive all the good engineers from the elevator field and leave the building of elevators to irresponsibles who can continue in no special field long enough to learn its needs.

THE STRONGEST FACTOR making for the erection of poor elevators is the practice of letting the contract without first having carefully prepared plans and specifications. Without plans and specifications grain dealers do an injustice to themselves and the builders because no one has a clear enough understanding of just what is wanted, to enable the builder to submit a fair bid on the job.

If then the two evils, cutthroat competition, and letting the contract without plans and specifications prevent the construction of better elevators, Where is the remedy?

ELEVATOR BUILDING can proceed only under abnormal conditions. Advancing prices for both labor and material, the direct result of war conditions, have brought with them the necessity that builders bid for elevator work upon the basis of actual cost, plus a percentage of the cost as compensation for the builders' services. What we are anxious to know is, Will this basis of letting the contract promote the construction of better elevators by eliminating the unhealthy conditions that now prevail? If the cost plus percentage basis will do this, it deserves the support of all grain dealers.

The builder who accepts a contract upon the cost plus percentage basis agrees to build the elevator for the actual cost of labor, materials, and equipment entering into the job, and to charge the grain dealer a percentage of the actual cost as compensation for his engineering services. The builder must therefore accept the grain dealer as his client—he must sell to the dealer his services. Once that service is sold the builder's profit is fixed, and no longer depends upon which way the prices of labor and material fluctuate. The builder is no longer a gambler depending upon the prices of labor and material for his profit. The fixed compensation, say 10% of the actual cost, leaves the builders mind free to do one thing; perform the service of following the plans and specifications to the best of his ability.

Competition among builders will then become a competition to render the best engineering service. That kind of competition means better elevators because it will continually attract to the field of elevator building, engineers whose reputations have been built upon efficient service rendered.

UNDER THE CUTTHROAT SYSTEM of competitive bids the builder contracts to build an elevator at a fixed price. If the competition between the builders is close, the contract price accepted will leave little if any profit to the builder. Should the cost of labor and material increase over what it was figured in the bid price, the profit of the builder is lost and he must strain his eyes looking for an opportunity to save money on the job so he can at least break even. Skimping and substitution is the logical result. The grain dealer is the loser. He loses in the quality of his elevator. On the other hand should the cost of labor and material decrease the builder pockets the difference. Under the cost plus percentage basis (the service method) the grain dealer gets the benefit of the decrease in costs. Under the system of competitive bids the grain dealer loses no matter which way the prices fluctuate.

IT IS CONTENTED by some that giving the builder a certain fixed percentage of the cost price encourages the builder to make that cost price as great as possible thereby increasing his commission. One Illinois firm has devised a method of correcting this objection. Suppose a proposed elevator figures according to the original plans and specifications to cost \$20,000. Figuring on a basis of 10%, the compensation to the builder would be 10% of \$20,000, or \$2,000. If in the course of construction of the elevator, labor and material prices should advance so as to make the final cost of the house \$23,000, according to this builder's plan the builder would receive but 10% of the original estimate, or \$2,000. There is therefore no incentive for the builder to increase the cost of the house.

On the other hand should the builder by efficient management cut the final cost of the house to \$17,000 he would receive 10% on the estimated cost plus a bonus of 10% on the \$3,000 saved.

Not only does the cost plus percentage basis promote the construction of better elevators by reducing the competition of builders to a service basis, but by insuring the preparation of plans and specifications before work can be commenced. In order to determine the original and final cost every item pertaining to the job must be carefully figured and tabulated. The grade of service rendered by the builder is dependent upon how clearly the builder keeps before his client the cost of the work. The cost of the work can be determined only by following closely the plans and specifications.

And so the grain trade finds itself confronted with the task of letting the contract in war time. Unprecedented conditions require unprecedented methods. The quality of grain elevators must be improved. High grain prices with their resultant demand for better handling facilities demand such improvement.

THE ROYAL Commission on the Wheat Pool and Rural Industries, of Australia, has made its first progress report. The commission recommended that the 1917-18 wheat now in the country be not transported to the seaboard, but stored at convenient points under proper conditions; that mills be worked 3 shifts in grinding weevily wheat; that a 1,000,000-bu. overhead elevator be erected at Port Adelaide, one of 750,000 bus. at Port Pirie, and one underground storehouse for the storage of wheat in bags be erected at Wallaroo; and that an American drier be attached to the plant at Port Adelaide for the treatment of weevily wheat by heat and that for such treatment at other places the government purchase heating machines of large capacity, the wheat to be cleaned before treatment.

Present Organization of Food Administration.

The U. S. Food Administration includes two divisions, one of cereals, headed by Julius H. Barnes, chief; and one of enforcement, directed by R. W. Boyden, Washington.

The cereal division, again, is subdivided into the Food Administration Grain Corporation, New York City; the milling section, with Fred J. Lingham, chief, Washington; and the coarse grain section, J. J. Stream, chief, Washington.

Following are the officers of the Grain Corporation: Herbert Hoover, Chairman Board of Directors; Julius H. Barnes, Pres. and Director; Frank G. Crowell, Vice-Pres. and Director; Gates W. McGarragh, Treas. and Director; Watson S. Moore, Secretary and Director; Darwin P. Kingsley, Director; J. W. Shorthill, Director; Edwin P. Shattuck, General Counsel.

The Grain Corporation has divided the United States into 14 zones as shown on the map herewith, with the following vice presidents as local agents:

Julius H. Barnes, Pres., New York City; George S. Jackson, Baltimore, Md.; Charles Kennedy, Buffalo, N. Y.; Howard B. Jackson, Chicago, Ill.; Percy H. Ginder, Duluth, Minn.; Frank L. Carey, Minneapolis, Minn.; Charles T. Neal, Omaha, Neb.; H. D. Irwin, Philadelphia, Pa.; Edward M. Flesh, St. Louis, Mo.; D. F. Piazzek, Kansas City, Mo.; C. B. Fox, New Orleans, La.; E. F. Newing, Galveston, Tex.; M. H. Houser, Portland, Ore.; R. A. Lewin, San Francisco, Cal.

No grain dealer in the intermountain territory should make shipments of wheat for sale to the Food Administration Grain Corporation without first ascertaining from the zone agent the proper terminal to which to ship. From different stations in the intermountain country the Grain Corporation desires shipments to Chicago, Duluth, Galveston, Kansas

City and Omaha, but has omitted New York, Minneapolis and a dozen other terminals.

Dealers in Utah, Western Colorado and New Mexico should apply for shipping directions to D. F. Piazzek; dealers in Nevada and Arizona to R. A. Lewin; dealers in Western Montana and Western Wyoming, to F. L. Carey, and dealers in Southern Idaho to M. H. Houser.

MARINE INSURANCE on Atlantic coast-wise traffic has been increased 20 per cent on account of recent submarine activity.

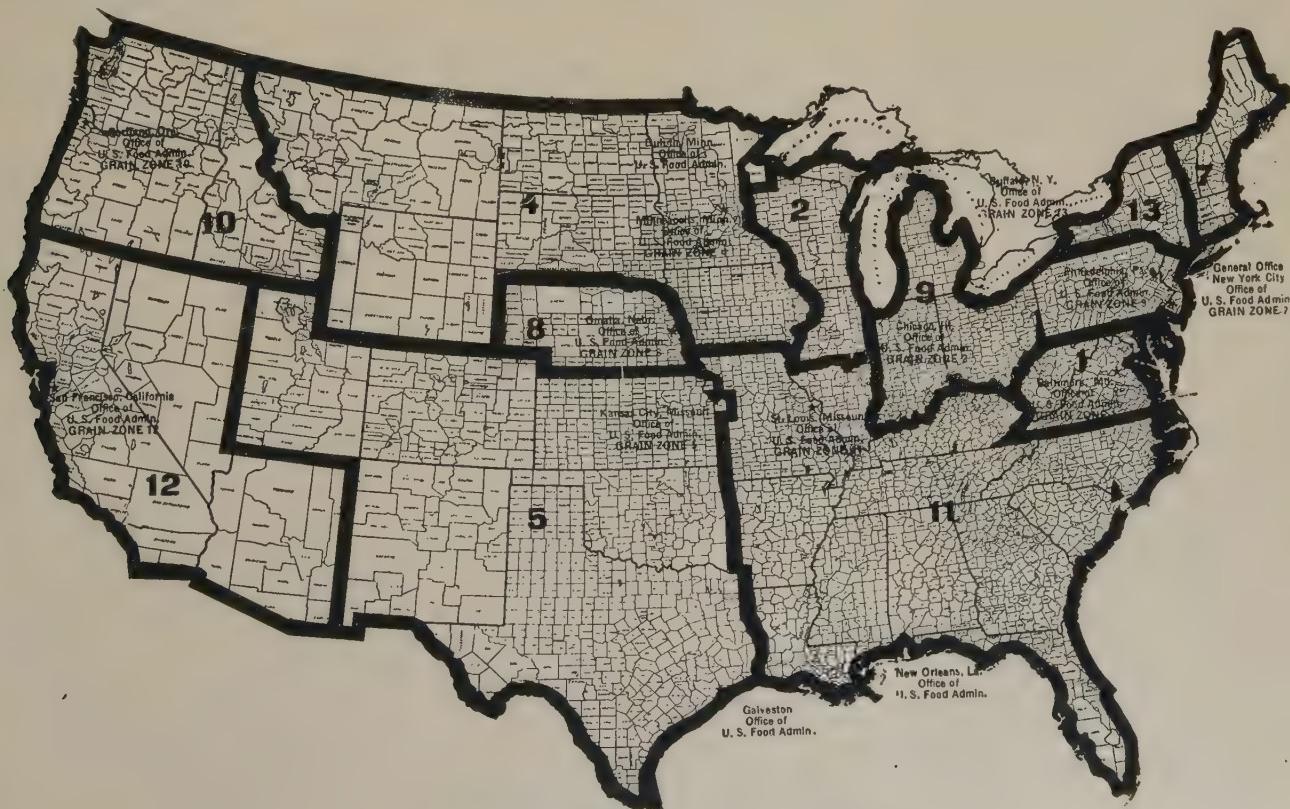
CORN COBS are in great demand as fuel for the first time in the history of many corn belt communities. Save the ashes for potash.

I FIND by lining all cars with paper both sides and bottom I save the shrinkage and loss in transit.—W. E. Sirrs, mgr. north elevator of Koehler-Twidle Elevator Co., Cowles, Neb.

THE COTTON TRADE is being asked by the New York Cotton Exchange to pass upon a proposed plan to have cotton outside of New York delivered on contracts made on the New York Cotton Exchange.

IT WOULD be a wise move for the government to prevent the feeding of barley to livestock, by buying up a large portion of the crop and holding it as a food reserve. There is small chance that next year's wheat crop will be as good as this. It may be very much smaller.—*Prairie Farmer*.

APPOINTMENT OF A COMITE in carrying out the recent agreements between the Food Administration and rice millers is announced by the Food Administration. The main provisions of the agreement are that the millers shall pay definite prices to the growers for rough rice and shall not sell the clean rice at more than prices named in the contracts, ranging from 7½ cents a pound for choice Japan to 9½ cents for fancy Honduras.—Food Administration.



Boundaries of Grain Zones and Location of Respective Offices.

The GRAIN DEALERS JOURNAL.

Solicitors I Have Known.

By A. DEALER.

During a somewhat extended experience in the grain business I have come in contact with large numbers of travelling solicitors for consignment houses, becoming intimately acquainted with some of them, and knowing others casually. I have found them, on the whole, excellent gentlemen; possessing a good knowledge of grain, grain markets and grain handling problems, and ready at all times to render any service within their power to assist and benefit the country shipper.

They have come to my little office away out here at the side of this far flung streak of rust that the maps dignify by designating a railroad, and their visits have been the high lights in an otherwise drab and dreary existence. On fair days and stormy days, thru burning sunshine and howling nor'easters, they have come singly and in groups, via passenger train, local freight, jitney and automobile. Sometimes Mrs. Solicitor occupied the other seat in the roadster, a few times the whole family has been along, and occasionally the boss himself accompanied Jack or Bill or Charlie on a trip of inspection and to get first hand acquaintance with the boys who make out the shipping notices.

Much information (as well as many cigars and souvenirs) have I got from these happy, hard working, cool headed business seekers, who come as ambassadors straight from the centers of things in graindom. A wonderful lot, the solicitors; and I count as my best business and personal friends some of them whom I first met years ago when they came to ask me to "try us on the next car."

Of course I can't help thinking of a few individuals among these men, and perhaps it is but natural that the one who is associated in my mind with an amusing thing should first intrude upon my thoughts. He, whose name is forgotten, but who may be called Jones with the hope that that is not his true name, came around just as wheat threshing was starting in 1916. In this particular part of Kansas the 1916 crop was an excellent one as to quality, with almost everything No. 2; while the crop of the preceding year was of distinctly low quality, due to the heavy rains we had during harvest and threshing.

Just as Jones came into the office a load of wheat was driven onto the scales by one of my best customers. He had cut the field about a week and half earlier, and was threshing from the shock. This was rather unusual in this section, as most of the farmers used a header and stacked their wheat for several weeks to give it an opportunity to go thru the sweat. In fact, this particular man had used a binder on only a small portion of his crop, and now he was getting it out of the way while the weather was favorable.

When I climbed down from the wagon after examining the wheat I thought to play a little joke on Jones, and I took a handful of the wheat into the office with me. Laying it on the scale desk, I said to Jones in an offhand manner:

"Pretty good wheat to have been held over from last year."

And I gave a meaning look to the farmer, who stood in the doorway holding his lines, as I proceeded to weigh the load.

Jones fell to examining the wheat with what I supposed he meant to be an impressive and a knowing manner, and he was still at it when I returned from the

elevator after dumping the load. His first words, when the farmer and I stepped into the office, were:

"Yes, pretty good for old wheat. But there's weevil in it and it's a little weevil eaten."

If he is still in the game I hope he has seen some real weevil eaten wheat by this time.

THEN THERE was the fellow who came one day in a hired automobile. With him came a pinch back coat and a swagger stick. A farmer drove onto the scales with a load of grain just a few minutes after this solicitor arrived and I went out to examine the grain.

For some reason, which I no longer recall, I was taking the grain at a stiff discount under the cash price in the nearest terminal market, and during our conversation about the grain I told the farmer what I was willing to pay for this particular load. He was satisfied and we weighed and dumped the grain. Then, while the farmer sat on his wagon as I was making out the ticket, Mr. Solicitor said something like this in voice loud enough for anybody in the neighborhood to hear:

"You should pay more than that for that kind of grain, Mr. Dealer. Why, stuff of that kind sold yesterday in the market for—— and with your freight rate you could pay at least 7 or 8 cents more for it and still have a good profit!"

I don't know whether he made another trip thru my territory for his firm or not; but I know he didn't call on me.

NEITHER of these fellows knew his business, altho the first one had the advantage of the second in that he had horse sense and ordinary tact and prudence, and therefore he could learn the things he needed to know. Both of them, however, were wholly unlike the majority of solicitors and I suppose it is for that reason that I remember them.

Whenever I get to thinking about such solicitors as Jones and the swagger stick fellow I like to turn from a consideration of their shortcomings and go over an incident connected with a call by another solicitor named Morgan.

MORGAN had called on several occasions and we had become pretty well acquainted. In the midst of the heavy movement one year my gasoline engine laid down and for over a week it absolutely refused to work, leaving me unable to handle a load. For two days I had worked with the engine almost continuously, taking it down time after time and endeavoring to overcome the trouble in a temporary way, at least. In the afternoon of the second day I was in the engine room, covered from head to foot with dirt and grease and mad thru and thru, when a form darkened the doorway and a voice hailed:

"Hello, Mr. Dealer! How goes it today?"

I looked up and saw Morgan. At the same instant he noticed my dirtiness and greasiness, and he was enough of a grain man to know that I was having my troubles.

"It don't go well, at all, Morgan," I told him, and proceeded to explain my predicament.

When I had finished he said:

"I'm sorry I can't help you, Dealer. But I know enough to know that I don't know anything about a gasoline engine and any advice I might offer would be worse than useless. So I'll go on to the next stop and we can have our visit when I make another trip. And I hope you will soon get her started."

And he went and cranked up his jitney and drove away. He did not stay around an hour or so taking up his time and mine in offering a lot of sympathy that would do me no good; nor did he say a word about business.

When the engine started and the next car was loaded I billed it to Morgan's firm.

The best thing about Morgan is that there are hundreds like him covering the country trade every day.

Our Railroad Problem.

[Continued from page 301.]

road property on the one hand and the rights of the public on the other. It should see to it that the rates are sufficiently high to pay a reasonable return upon the money invested in the railroads after all expenses of operation have been deducted.

And in the further interest of the owners of railroad property it should control and supervise expenditures to see that money is not wasted recklessly; that railroad properties were not exploited for the benefit of a few owners. It should continue supervision and control over the physical operation of railroad properties, compel operating unity where necessary to increase efficiency and reduce operating costs. In short, Governmental authority over all of the activities of the railroads should be continued after the close of the war and the railroads have been returned to private ownership. Under such a policy the question of financing railroads would solve itself because the stocks and bonds of properly capitalized railroads would be sought by the investing public as safe, dividend-paying investments and the dissemination of railroad securities among the public generally would in itself be of mutual benefit to both.

THE PUBLIC does not complain and never has complained about paying a reasonable rate, but it has complained bitterly of being compelled to pay an ever increasing rate upon no basis of increased investments that could be sustained by the railroads. It has complained and is complaining of paying increased rates for inefficient service and because there has been no power lodged in the hands of any Government agency whereby it could secure the reasonable service to which it was entitled.

The arbitrary methods frequently applied by railroads, the manipulation of securities bankrupting properties have created a public prejudice against railway operations to the injury of the owners of railway properties who find themselves discredited in the eyes of the public.

The solution of our railroad problem lies, we believe, in adequate and complete Governmental regulation and control over all the activities of railroads privately owned and operated.

It has been suggested that the administration of such control could best be had under the Interstate Commerce Commission enlarged and sitting in districts conforming substantially to our Federal Court districts. Such a plan, it is argued, would place the Commission within easy reach of all who had occasion to avail themselves of its services. Under such a plan, the railroads would be removed from politics and the rights of owners of railroad property and of the shipping public be equally conserved.

BROOMCORN in central Illinois is selling at the record price of \$500 per ton.

Our Railroad Problem.

A series of four articles dealing with transportation written by W. M. Hopkins, Traffic Specialist and Commerce Attorney.
ARTICLE IV.—WHAT SHALL BE OUR POLICY OF RAILROAD REGULATION AND CONTROL AFTER THE WAR?

By reason of the exigencies of the war, the Government is now exercising its right of regulation and control over all the activities of railroads including their finances, expenditures, revenues and actual physical operation. So far as the Government is concerned, this situation is likely to prove highly satisfactory because under its direct control its transportation necessities will be promptly supplied. As to the commercial interests of the country, the result of Government operation is not at all satisfactory. The public does not complain that its transportation requirements are made secondary to those of the Government. That is proper and necessary as a war measure. But it does complain of things that are done under the guise of Governmental necessities that are burdensome and wholly unnecessary to the Government and instituted for the benefit simply and solely of the railroads themselves.

Those familiar with railway operations are fully convinced that it can be shown that there was no necessity for such a tremendous advance in rates, and that the manner in which it was done was not justified by any situation then confronting or now confronting the Government in respect to railway operations and revenues. The best evidence of that fact is that the railroads and the shippers are now in conference looking to the elimination of some of the hardships imposed by the arbitrary percentage of the advance in rates. There is a strong feeling that the Government itself will make a move in the near future looking towards a reduction in the present rates which is a confession that the tremendous advance was not warranted. The fact is that the railroads themselves are dictating the railroad policy, except insofar as the movement of Government freight is concerned.

Naturally, the railroads, looking to the future, are going to get rates up to the highest possible point and keep them there until some agency having power over them compels them to bring the rates down to a reasonable figure. The war situation makes things possible which under normal conditions would have been impossible.

THE COUNTRY IS PAYING about \$1,250,000 transportation charges daily as compared with approximately \$800,000 daily charges prior to the war. The railroads are receiving the benefit and will receive the benefit of reduced operating expenses brought about by operating unity under Government direction. The owners of railroad property are guaranteed at least what they earned for an average of three years ending July 1, 1917. The shipping public is receiving no benefit of the reduced operating costs with services not materially different than under normal conditions, but with an increased transportation tax of 25 per cent. Moreover, the shippers are met everywhere in answer to all complaints as to service, car supply and all inefficiencies with a stereotyped reply that we cannot do anything for you on account of Government orders. Apparently the public has no rights which the railroads at the moment feel bound to respect.

This is not written in a spirit of criticism but it is a plain statement of facts as they exist.

GOVERNMENT OWNERSHIP—The present situation, though burdensome and aggravating, is, however, of much less importance than that which may exist in the future unless the present provisions of the Statute are carried out and the railroads return to private ownership. Bad as the present situation is, it is not even a fair sample of the burden that would be imposed by a bureaucratic administration of railroads under Government ownership. True, the incentive towards excellence of service on the part of any individual railroad is for the moment eliminated. There is no competition in service at the present time, and of course, there has been none in rates for many years.

Politics has played but a small part in our present Government operation of the railroads but under Government ownership under normal conditions the operation of the railroads down to the minutest detail would be dictated by political consideration. Distribution of cars, expenditures of money for improvements, rate making and all other railroad activities would be influenced, directed and controlled by political considerations. The advocates of the postage stamp rate making, of the zone system, of the mileage system and other theoretical systems would all have their inning and it would not be difficult for the theorist to reach the ear of his Congressmen to exploit his pet hobby.

We would hear many learned dissertations on scientifically constructed rates but this term does not carry much meaning in fact to men who have been students of the railroad problem for the past thirty or forty years. It would, of course, be perfectly feasible to make a tariff based upon a properly graded scale of rates decreasing in a fixed ratio per ton mile as the distance increases, but the application of such scale made on a theoretically correct basis is quite another thing. The railroad traversing a country whose population would perhaps average four or five people to the square mile is entitled to have applied to it a different and higher scale of rates than might properly be applied to another railroad traversing a country where the population would average 100 or 200 people per square mile. In other words, density of traffic is a factor that must necessarily enter into the fixing of proper rates and as affecting the cost of operation.

The country is unevenly developed as a whole and it would not do to lay down an arbitrary fixed scale of rates to be applied uniformly without distinction and irrespective of the circumstances and conditions surrounding the movement of traffic in different parts of our vast domain. But that is the thing most likely to happen under Governmental ownership and administration.

The man who under normal conditions used to come into your office and advise you of train schedules and of services and endeavor to assist you when patronizing that particular line, would no longer exist. When you wanted to find out where your shipment was and why it was delayed and why you could not get an empty, you probably would be told that you would have to see the head of some bureau, and you would start the weary rounds of the circumlocution office. Politics, politics, POLITICS, from one end of the game to the other is what Government ownership and operation of railroads would mean. No greater burden than this could possibly be inflicted upon

the commerce of this country. Those having to do with Governmental Bureaus will verify this statement.

RAILROAD OPERATION AFTER THE END OF THE WAR.—There is no matter of greater public importance than the question as to the policy that shall govern the future operation of the railroads. The Statute provides that the railroads shall be returned to private ownership twenty-one months after the close of the war. Daily events make it clear that the advocates of Government ownership are diligent in their efforts to influence the present administration of railroads so as to make it appear necessary for Government ownership to follow Government operation. Therefore it is none too soon for the business interests to give serious consideration to a matter in which they are so vitally interested.

The advocates of railroad ownership are generally politicians, socialists and certain newspapers of socialistic tendencies. The opponents of Government ownership are mainly the business interests of the country and men of practical railroad experience.

The paramount objection to Government ownership is the throwing of railroad service with all of its complexities and need of elastic rules of administration into politics. A bureaucratic administration of transportation has never been successful in any country in the world and our form of Government is peculiarly unsuited to it.

When you take away all reward for efficiency you remove the incentive that produces the best results from human endeavor. In that fact lies the difference in results of a business operated by the Government, influenced and controlled by political considerations, and the same business operated by private individuals for their own profit. That there has been many and varying abuses under privately owned and operated railroads is freely admitted. That service has been preeminently inefficient compared with what it might have been is equally true, but these things are so mainly because of the lack of adequate and complete Governmental regulation and control over privately owned and privately operated railroads.

CONFLICTING FINANCIAL interests have prevented many reforms in railroad operations that ought to be and could be brought about in the interest of the public and the railroads themselves if the regulating statutes had been broad enough in their provisions to give the administrative body authority to compel operating unity. The beneficial effect of such centralized power over railroad operations is very aptly illustrated in the present situation. The pooling of cars and power, the consolidation of terminals and in short, the compelling of operating unity between the different and competing railroads is bound to result in more efficient service. The exigencies of war have demonstrated how railroad service could be improved by compelling the railroads to do things which under competitive conditions existing they were unable to do for themselves. We ought to profit by this object lesson.

It is clearly the duty of the Government to see to it that there be efficient transportation fully adequate to meet our commercial requirements and that such services be furnished at reasonable charges. The public has a right to insist upon this. The Government is bound to protect the owners and operators of rail-

[Continued on page 300.]

Grain Trade News

ARIZONA

Phoenix, Ariz.—The Phoenix Flour Mills have just completed an elvtr. in this city.

Glendale, Ariz.—The Glendale Mfg. Co. is a branch of the Phoenix Flour Mills, Inc., of Phoenix. We adopted this style upon completion of our warehouse here about 50 days ago. We do a general warehouse business at this point, stocking general mill products, seed, etc., and buy for the home plant. Our new building is of fireproof construction, with concrete floors, brick walls, and iron roof, and was completed in 56 working days. The dimensions are, 130x130 feet. We have a flour room, office and salesroom partitioned and plastered, covering 30x80 feet, over all on the front, and the balance of the floor for storage use. We are equipped with a barley roll, feed grinders, and seed cleaning machines. Our officers are: F. Viall, pres.; Dixon Fagerberg, vice-pres.; R. V. Naylon, sec'y; the writer is mgr. at this plant. The Phoenix Flour Mills operate a branch at Tempe, which is operated as the Tempe Mfg. Co. The home plant has just completed an elvtr. at Phoenix also. Our territory is tapped by branch lines of the Santa Fe and Sou. Pac. Railroads.—Glendale Mfg. Co., D. H. Bonsall, mgr.

ARKANSAS

Wheatley, Ark.—The Joy Rice Mfg. Co. incorporated; capital stock, \$100,000; incorporators, Joseph Newberger, J. D. Marks, J. T. Thomas and others.

Harrison, Ark.—The Harrison Fruit & Grain Co. has established a warehouse and headquarters here. The members of the firm are P. S. Cope, J. B. Holt, and S. A. Cope.

Pine Bluff, Ark.—The Russell Warehouse in this city has been purchased by Silbernagle & Co. from the Simmons National Bank for \$25,000. The new owners will engage in the wholesale grain and grocery business.

CALIFORNIA

Pleasanton, Cal.—Henry P. Mohr is contemplating building an elvtr. of 50,000 bus. capacity.

Merced, Cal.—The Crocker Huffman Land & Water Co. is contemplating erecting 2 circular granaries, each with a capacity of about 2,500 sacks, and equipped with an automatic loading device, either elvtr. or screw conveyor.

CANADA

Kenville, Man.—The Pioneer Elvtr. Co. is building an elvtr. here, and the Bawlf Grain Co. has also secured a site for an elvtr.

Toronto, Ont.—The Board of Grain Supervisors for Canada has appointed D. O. Ellis, a grain merchant of this city, as its official representative in eastern Canada, to act for the board in all matters of administration that may be conveniently referred to him.

Winnipeg, Man.—The Brooks Elvtr. Co., Ltd., of Canada, was formed to do a general grain business, as well as to take care of salvage grain and marine losses. Extensive operations will not be started until conditions become more normal.—Brooks Elvtr. Co., Minneapolis, Minn., G. H. Martin, sec'y.

COLORADO

Denver, Colo.—A new oats separator, and a Clipper Bean Cleaner are being installed in the Denver Elvtr.

Hereford, Colo.—The Hereford Elvtr. Co. has let contract to the White Star Co. for the erection of a 25,000-bu. elvtr. at this place.

Watkins, Colo.—The Burrell Engineering & Construction Co. is building a 30,000-bu. concrete elvtr. for the Denver Elvtr. at this place.

Hudson, Colo.—The Denver Elvtr. is building a 50,000-bu. concrete elvtr. here. The Burrell Engineering & Construction Co. has the contract.

Longmont, Colo.—M. D. Coffin has been elected pres. of the Farmers Longmont Union Co-operative Elvtr. & Supply Co., and Wm. S. Pughe, sec'y-treas.

Denver, Colo.—Fred Bearden, formerly of McKinney, Tex., has located here where he will have charge of the office recently opened up in this city by the Brown Grain Co., of McKinney, Tex.

IDAHO

Culdesac, Ida.—The 50,000 bu. capacity elvtr. of the Tri-State Terminal Co. has been completed at a cost of \$15,000.

Caldwell, Ida.—R. C. Fisher, formerly of Boise, has removed to this city where he will be assistant mgr. of the Caldwell Flour Mills.

Nampa, Ida.—R. E. Young, formerly of this place, has removed to Boise, where he will have charge of the plant of the Boise Mfg. & Elvtr. Co.

Soda Springs, Ida.—A 50,000-bu. grain elvtr. will soon be built at this place. The Farmers Grain & Mfg. Co., of Salt Lake City, Utah, is backing the new enterprise.

Sweetwater, Ida.—The grain warehouse of the J. Alexander Co., together with about 400 sacks of grain and a quantity of empty grain bags, were burned recently.

Newdale, Ida.—The Intermountain Elvtr. Co. has commenced work on its 60,000-bu. elvtr. at this place. Work on the structure will be rushed so as to have it ready for this season's crops.

Sweetwater, Ida.—We are just completing an 80,000-bu. elvtr. here, located on the Camas Prairie R. R. D. J. Wyatt is pres. of this company, and D. S. Wallace is sec'y.—Sweetwater Elvtr. Co., J. C. Bibb, mgr.

Boise, Ida.—R. E. Young, formerly mgr. of the Nampa Mfg. & Elvtr. Co., of Nampa, has taken charge of the plant of the Boise Mfg. & Elvtr. Co. in this city. R. C. Fisher, former mgr., will be assistant mgr. of the Caldwell Flour Mills at Caldwell.

Moscow, Ida.—Owing to the nonarrival of belting for the machinery in the new concrete grain elvtr. of the Farmers Union, which was recently completed, the plant will not be ready to receive grain as soon as expected. The machinery has been installed and upon arrival of the belts the elvtr. will be ready to operate. The elvtr. has a capacity of 75,000 bus. of bulk grain, with 5 bins, each 18 feet in diameter inside, and each capable of holding 15,000 bus. In addition to this elvtr. the Farmers Union has warehouses for sacked grain with capacity for an equal amount. The 2 new elvtr. bins of the Mark P. Miller Mfg. Co. are also ready for handling the new grain.

ILLINOIS

Ancona, Ill.—A certificate of dissolution has been filed by the Ancona Grain Co.

Virden, Ill.—The Virden Co-operative Ass'n is a retail store, the stock of which is held by coal miners. Groceries, etc., are handled but no grain.—Canham Grain Co.

Cerro Gordo, Ill.—W. S. Garlough & Co. incorporated; capital stock, \$50,000; deal in grain.

Westville, Ill.—W. P. Lewis is out of the grain business at present owing to ill health.

Walker, Ill.—The Walker Elvtr. Co. is now operating the South Elvtr. at this place.—X.

Grand Ridge, Ill.—Russell Reilly has severed his connections with the Farmers Elvtr. Co.

Speer, Ill.—Wilber Root has sold his elvtr. at this place, and will remove to Monmouth.

Girard, Ill.—The Farmers Grain Co., which was recently incorporated, will build a modern concrete elvtr.

Dixon, Ill.—The Universal Oats Co. has built a 40,000-bu. concrete elvtr. and a brick addition to its mill.

Earlville, Ill.—Gus Bader, of Hinkle, has succeeded G. A. Cope as mgr. for the Earlville Grange Elvtr. Co.

Cairo, Ill.—The Magee-Lynch Grain Co. is again operating its Delta Elvtr., which was shut down a short time for repairs.

Tower Hill, Ill.—There is but one elvtr. at this place. It is owned by J. P. Condo, and leased and operated by Sibbett Bros.—X.

Paxton, Ill.—Carl F. Bengston had to enter the army, and I am taking his place.—B. E. Morgan, mgr., Paxton Farmers Grain Co.

Galton, Ill.—Jacob P. Woolford, a former grain dealer in this place, and also postmaster for a number of years, died at his home in Terre Haute, recently.

Thawville, Ill.—G. W. Horrie, formerly mgr. for the Minonk Grain & Supply Co., has succeeded L. E. Mast as mgr. at this place, Mr. Mast having gone into army service.

Varna, Ill.—J. C. Maddin, formerly a member of the Wyoming Grain Co. at Wyoming, has purchased the elvtr. of Geo. Pearce & Co. at this place, and has taken possession.

Linden, Ill.—Elton Hamilton has succeeded H. G. Unland as grain buyer for the Smith-Hippen Co. of Pekin, at this place. Mr. Unland has been grain buyer for the firm for 30 years.

Clinton, Ill.—The firm of Cline, Wood & Newell has dissolved partnership, Samuel E. Newell retiring from the firm. In the future the firm will be conducted under the name of Cline & Wood.

Sharps Crossing (Thomasboro p. o.), Ill.—The Farmers Elvtr. Co., which owns an elvtr. at this place, is planning to enlarge, and is considering buying the elvtr. of C. T. Walton at Thomasboro.

Hubly sta. (Sweetwater p. o.), Ill.—The elvtr. of J. A. McCreery & Sons was temporarily put out of business recently, by the collapse of the bins which contained over 2,000 bus. of wheat.

Kirkpatrick sta. (Macomb p. o.), Ill.—Bert and William Butcher, Henry Riggins, and Eli Willey have bot the elvtr. of Joe McKamy at this station. They are putting it into first class condition.

Long Creek, Ill.—The new Farmers Elvtr. Co. will join with the company at La Place, and L. P. Bowden will be mgr. This will give the company at this place stations at La Place, Casner, and here.

McLean, Ill.—The Farmers Co-operative Grain & Supply Co., which was recently incorporated, has elected O. E. Tavenor, pres., and Wm. Sage, sec'y-treas. The company will build an elvtr. at once.—X.

Gardner, Ill.—The grain firm of J. W. Thornton & Son is no longer in the grain business, owing to the death of J. W. Thornton. Instead the writer, R. I. Thornton, who was a member of the firm of J. W. Thornton & Son, has just about completed the organization of the Gardner Grain Co., Inc., to succeed the old firm of J. W. Thornton & Son. The writer is pres.—R. I. Thornton.

Freeport, Ill.—The Model Mfg. Co., which was recently organized here, has purchased property, and will shortly begin the construction of a new 100-bbl. wheat, rye and barley mill, and an elvtr. with 25,000 bus. capacity.

Bolivia sta. (Mechanicsburg p. o.), Ill.—A bin at our East Elvtr., containing 14,000 bus. of wheat, gave way recently. We saved practically all the wheat and will repair bin later.—Bolivia Farmers Grain Co.

Cairo, Ill.—A. B. Parker, of the Dep't of Agriculture, is now in charge of the supervision office here. Mr. Parker, who has been stationed at St. Louis, was formerly employed as foreman of the Delta Elvtr. some years ago.

Ashland, Ill.—The excess of wheat stored in the bins of the elvtr. of the Central Illinois Grain Co. burst thru recently, allowing the grain to pour into the pit below. The timbers gave way under the great weight placed upon them.

Manito, Ill.—The elvtr. of the Turner-Hudnut Co. was struck by lightning and burned recently. The elvtr. contained about 20,000 bus. of small grain, mostly wheat, which will be almost a total loss. It will be rebuilt as soon as practicable.

Bloomington, Ill.—R. C. Baldwin and R. C. Roberts entered into a partnership under the name of Baldwin, Roberts & Co., on June 15. We have the Armour wire and are conducting a general grain brokerage business.—Baldwin, Roberts & Co.

Mount Carmel, Ill.—Work on the new reinforced concrete elvtr. of the Bernet, Craft & Kauffman Mfg. Co. at this place, is just about completed. The storage facilities of the company for wheat will be increased 200,000 bus. by the new elvtr., giving a total storage capacity of 350,000 bus.

Green Switch (Decatur p. o.), Ill.—Fifteen hundred bus. of wheat ran out of a hole in the elvtr. of the Evans Elvtr. Co. at this place recently. The wheat almost covered a box car which was standing nearby. The wheat was picked up, and the only damage was to the elvtr. building.

Denverside sta. (St. Louis, Mo., p. o.), Ill.—The George Harsh Grain Co., of St. Louis, has purchased the Terminal Elvtr. of 100,000 bus. capacity at this place, from the C. H. Albers Commission Co., of St. Louis. The elvtr. will be operated by the new owners in connection with their outside business.

Lafayette, Ill.—In the recent fire in our elvtr. the loss on grain was \$13,000, with \$10,500 insurance, and the loss on building, \$8,000, with \$5,000 insurance. Think salvage will make the grain loss good, and we only lose \$3,000 on the elvtr. We do not know whether or not we shall rebuild.—Thos. Hoadley.

Kenney, Ill.—The Farmers Grain Co. incorporated; capital stock, \$30,000; incorporators, C. L. McBride, A. P. Derricks, D. M. Black, and others. The new company, which will deal in grain, seed, and farm products, expects to buy one of the elvtrs. already located here, or build one of its own.

Mason City, Ill.—J. A. McCreery & Sons, who own a line of elvtrs., suffered considerable loss recently when 2,000 bus. of wheat ran out of a bin to the bottom of the elvtr. at this place. The grain was damp when it was placed in the elvtr. and becoming swollen caused the bin to come apart. Much of the wheat will be unfit for use it is believed.

Henning, Ill.—Thomas Cornell and Kelly Crawford have purchased the plant of the Farmers Grain Co. at this place and have taken possession. The Crawford & Cornell Grain Co. is the name under which the business will now be conducted. John Byrne, of Tab, Ind., has been engaged as weigher. Mr. Byrne, who has been mgr. for the elvtr. of F. R. Pence for a number of years, will go back and forth from here, and keep up with the work without moving here.

Petersburg, Ill.—The Eagle Roller Mills of this city have undergone a change in management. H. A. Hueffner, who recently purchased the mills and elvtr., is now pres. of the corporation; A. J. Hueffner is vice-pres. and gen'l mgr.; and A. M. Boyd is sec'y-treas. The new firm, which was recently incorporated, will be known as the Hueffner Mill & Elvtr. Co. During the year the plant has been enlarged to accomodate an increase of two-thirds of the original capacity.

Wyoming, Ill.—The new elvtr. project at this place has been abandoned owing to the re-organization of the Wyoming Grain Co., the new company including the promoters of the new elvtr. The new organization, which is satisfactory to both the old and new interests, consists of J. P. Code, D. J. Colgan, W. H. Hartz, J. J. Abbott, and R. C. Sellers. D. M. Stauffer, of Bradley, is mgr. J. C. Maddin has sold his interest in the company to W. H. Hartz and J. J. Abbott, and has bot the elvtr. of Geo. Pearce, at Varna, and has taken possession.

Quincy, Ill.—We have leased the elvtrs. belonging to the United Cereals Mills, Ltd., in this city. The larger elvtr. has a capacity of 100,000 bus., and the smaller one a capacity of 35,000 bus. An automatic scale is being installed for weighing in and out, and a spout is being constructed for loading into cars. We expect to install drying and clipping machinery, in fact to make the equipment up-to-date. We are located on the C. B. & Q. tracks, and have already handled about 70 car-loads of wheat with our old machinery.—Quincy Warehouse Co.

CHICAGO NOTES.

Geo. H. Tanner, Jr., is now sec'y of W. P. Anderson & Co.

Memberships in the Board of Trade have advanced to \$5,125 net to the buyer.

T. E. Moran has been appointed mgr. of the cash grain business of E. Lowitz & Co.

J. J. Schreiner has joined L. A. Rang as a broker in rye. He will also make a specialty of barley when future trading begins in that grain.

Ballot on the Board of Trade, Aug. 21, on the proposition to advance rates of commissions on grain futures was lost by 283 against to 262 for.

A hearing will be held at Chicago Sept. 4 by the Interstate Commerce Commission on the proposed regulation by the railroads assessing \$2 or more per car on grain when disposition order is not given within 24 hours.

Those favoring trading in rye futures have asked the Board of Trade directors for the privilege of using the old oat pit. Commissions on 5,000 bus. rye for future delivery are $\frac{1}{4}$ of 1c a bu., or \$12.50 per 5,000 bus. to non-members.

Buyers whose elevators are rushed with work do not like to bother with bulk-headed cars. On account of the extra work they are paying in some cases \$40 less for grain in bulkheaded cars, and commission merchants have cautioned shippers.

Irving C. Lyman, Erwin H. Saeger, and Walter Storm, all of Milwaukee, Edward H. Heinke, of New York, Gerald P. Maloney, and Samuel I. Karger have been admitted to membership in the Board of Trade. George H. Beazell has made application for membership.

Directors of the Board of Trade have resolved: That trading in rye, by grade alone, to be delivered in store, either for immediate or future delivery, shall be subject to the regulations and restrictions now in effect relative to the trading in corn and oats; provided, however, that the maximum amount permissible as a speculative contract shall be, until further notice, 100,000 bu. Also provided that hedging in rye contracts shall be confined to the cereal rye or the direct products thereof. Also provided that members in reporting transactions in rye to the office of the sec'y will report all contracts regardless of amounts.

During one week of the rush movement of wheat the state grain inspection department fell way behind in testing samples of grain for moisture, altho extra hours were put in by the inspection force. The moisture testing equipment can handle 156 samples every half hour, and has now caught up with the work.

An increase in brokerage is provided by an amendment to Rule XIV, Sec. 2, paragraph B, approved for ballot by the directors of the Board of Trade, for the purchase or sale of wheat, corn or oats by grade alone for immediate or future delivery, from 10 cents to 15 cents per 1,000, in lots of 5,000 bus. or over and from 15 cents to 25 cents per 1,000 in lots less than 5,000 bus.

It is proposed to have No. 4 barley as the basis for trading in futures with No. 3 deliverable at around 5c premium. Board of Trade directors favored the movement Aug. 20 and ordered a rule prepared to govern trading. They also favored the use of the old oat pit for trading in rye futures. The com'ite in charge is composed of Oscar J. Ruh, A. L. Somers, George D. Knab, Frank B. Rice, and F. M. Larson.

F. J. Delaney, chairman of the joint grain com'ite on the Board of Trade, issued the following Aug. 23: Effective at once, the joint grain com'ite will not directly intervene in the disposition of any wheats. Trading, however, must be conducted in accord with the preferential switching dispositions as a matter of permanent policy. A sheet will shortly be issued by the United States Railway Administration giving preferential switch routings to all industries. Commencing Aug. 24, sellers will file in the Board of Trade secretary's office, during "change hours and not later than 5 o'clock each afternoon, a report showing dispositions made of that day's car lots. Receivers should be prepared to furnish to the com'ite each day, if requested, a report showing the number of cars of each kind of grain in transit to Chicago. Should congestion again threaten this market, the system lately applied by the joint com'ite will of necessity be reinstated.

INDIANA

Marion, Ind.—The Thomas Mfg. Co. has increased its capital stock from \$40,000 to \$100,000.

Union City, Ind.—Clarence S. Pierce, of the Pierce Elvtr. Co., died recently, aged 49 years.—C.

Mongo, Ind.—We have been out of business since last spring but are once more in action.—Smith & Wingard.

Morocco, Ind.—The recently organized Morocco Grain Co. has been incorporated with a capital stock of \$20,000.

Boggstown, Ind.—A new elvtr. will be built by the Boggstown Grain & Supply Co. to replace the one destroyed by fire last month.

Bennetts Switch, Ind.—James Coucher, of J. M. Coucher & Co., is now in Indianapolis suffering from a mild form of typhoid fever and a nervous breakdown.

Bippus, Ind.—Fire starting in the 100,000-bu. grain elvtr. owned by O. Gandy & Co., of South Whitley, Ind., threatened to wipe out the business district of the town, Aug. 23.

Mooreland, Ind.—The elvtr. of McLellan & Donahoe, which was burned Aug. 8, will be rebuilt. Thirty thousand bus. of oats and 600 bus. of wheat were burned, the loss being estimated at \$25,000.—C.

Eureka, Ind.—William H. Jones, who operated a grain elvtr. at this place for many years, but is now in Washington, D. C., has been notified that his son, McLellan, has been wounded in action in France.—C.

Upland, Ind.—The Pearson Elvtr. Co., which was recently directed to stop the sale of flour, has announced that the order of the Food Administration did not close the company's elvtr., which is doing business as usual.

The GRAIN DEALERS JOURNAL.

Crawfordsville, Ind.—After occupying the same location for 37 years the offices of the Crabbs Reynolds Taylor Co. have been moved to new quarters in the Commerce Building.

London, Ind.—The Fairland Grain Co., of which N. E. Williams and F. L. Imel are proprietors, has sold its elvtr. at this place and Fairland to John A. McComas, of Indianapolis, who will take possession Oct. 1. Nat Claybaugh made the deal.

Dale, Ind.—The Wallace Mfg. Co. has leased its plant at this place to the Akin-Erskine Mfg. Co., of Evansville, during the war period. Donald Wallace, the mgr., has joined the army. The Wallace family has had charge of this mill for nearly 50 years.

Fairland, Ind.—N. E. Williams and F. L. Imel, doing business under the firm name of the Fairland Grain Co., have sold their elvtrs. at this place and London to John A. McComas, of Indianapolis, who takes possession Oct. 1. Nat Claybaugh negotiated the sale.

Walnut sta. (Argos p. o.), Ind.—Isaac Reed & Son, of Argos, have bot the elvtr. at this station, located on the L. E. & W. Ry. It will be operated under the name of Isaac Reed & Son, with the head office at Argos. The elvtr. will soon be given a thoro overhauling.

INDIANAPOLIS LETTER.

Wm. G. Hayward and Walter E. Rich have former a partnership, the Hayward-Rich Grain Co., to conduct a grain commission business exclusively.

The Acme-Evans Co. has completed its new mill and grain storage tanks, and is now planning to erect additional tanks to give the company a storage capacity of 600,000 bus., the new tanks to have a capacity of 150,000 bus.

IOWA

Woodward, Ia.—I. B. Taylor has sold his elvtr. to Schall Bros.

Weldon, Ia.—George Hall has succeeded Roy McAllister.

Kanawha, Ia.—T. S. Hoggan, of Hardy, is the new mgr. for the Farmers Elvtr. Co.

Devon, Ia.—C. Taylor is the new mgr. for Gilchrist & Co. at this place.—J. M. Condon.

Rock Falls, Ia.—W. H. Hunt has leased the elvtr. of the Hunting Elvtr. Co. at this point.

Mondamin, Ia.—R. E. Woolworth, formerly in the grain business here, has gone to war.

Dumont, Ia.—I will be agt. for Gilchrist & Co. at this place. Was formerly agt. for the company at West Bend.—Carl Krueger.

Sioux Rapids, Ia.—M. P. Typer has resigned as mgr. for the Skewis Grain Co. at this place to take the management of the elvtr. of the Jolley Farmers Elvtr. Co. at Jolley.



Bill your next Car of Grain
to

HENSEY & OWEN
GRAIN COMMISSION
MILWAUKEE

River Sioux, Ia.—The Updike Grain Co. has equipped its elvtr. with a Hall Signaling Grain Distributor.

Sherman, Ia.—William Topp, has left his elvtr. business in charge of W. T. Adams, and has entered the army.

Chester, Ia.—The R. E. Jones Co., of Wabasha, Minn., has purchased the elvtr. of S. V. Moen at this place.

Matlock, Ia.—Earl Benson has accepted the position of second man at the elvtr. of the Edmonds-Londergan Co.

Melrose, Ia.—Mike Cummings has succeeded J. L. Dinneen as mgr. for us at this place.—Wilkin Grain Co.

Plover, Ia.—H. H. Grove is mgr. and part owner of the undersigned company at this place.—Wilson Grain Co.

Akron, Ia.—We have incorporated as the Miller Mfg. Co. with a capitalization of \$50,000.—E. M. Replogle, sec'y-mgr.

Marcus, Ia.—John W. Kampen, of Manning, has taken a position with the Edmonds-Londergan Co. at this place.

Macedonia, Ia.—The elvtr. at this place, belonging to the Mickelwaite & Young Co., was burned to the ground recently.

Jolley, Ia.—M. P. Typer, formerly of Sioux Rapids, has succeeded E. T. Lyons as mgr. for the Jolley Farmers Elvtr. Co.

Lake View, Ia.—We are installing an electric motor for power in our elvtr. to replace our gasoline engine.—Lake View Grain Co.

Wesley, Ia.—The new annex to the elvtr. of the Kunz Grain Co. is now completed, and gives the elvtr. a capacity of 40,000 bus.

Castana, Ia.—Frank Spencer is my successor at the elvtr. of the Trans-Mississippi Grain Co. here.—Herman Foley, Sholes, Neb.

Little Rock, Ia.—I have installed a spout holder, and am now installing an automatic scale.—H. B. Protexton, agt., Stockdale & Maack Co.

Havelock, Ia.—Otto Weaver is now with the Quaker Oats Co. at this place. Clifford Fisher is removing to Watkins where he will manage an elvtr.

Kellerton, Ia.—The Farmers Union Exchange incorporated; capital stock, \$10,000; incorporators, C. E. Jackson, G. M. Terwilliger, B. D. Hogan and others.

Washta, Ia.—The Quaker Oats Co. has purchased the elvtr. owned by Sanborn & Co. at this place, and are now repairing it. The undersigned is agt.—B. L. Arnold.

Watkins, Ia.—E. Clifford Fisher, formerly second man at the plant of the Quaker Oats Co., at Havelock, Ia., is now mgr. of the company's plant at this station.

Clarion, Ia.—Art. Schillington, formerly mgr. for the Farmers Elvtr. Co. at this place, has removed to Popejoy where he is now mgr. for the Farmers Elvtr. Co.

Davenport, Ia.—Chaff from the old McManus Elvtr. blew from the building recently and caught fire. A line of hose was sufficient to extinguish the fire in a short time.

West Bend, Ia.—Have been transferred from Ward, S. D., to this place to run the elvtr. which the Davenport Elvtr. Co. recently purchased from Gilchrist & Co.—A. M. Johnson.

Bussey, Ia.—Work has commenced on a large elvtr. for H. F. Kester. It is located on the Wabash right of way, east of the Bussey Roller Mills, which are also owned by Mr. Kester.

Linden, Ia.—The new elvtr. which is being built at this place by the Armour Grain Co. to take the place of the one that was burned a short time ago, is nearing completion.

Charter Oak, Ia.—John Hansen, mgr. for the Farmers Elvtr. Co., and Emil Pautsch were called to Des Moines recently, to show cause why the privilege of dealing in coal should not be withdrawn from the company. As they could not satisfy the government men the company's right to deal in coal was cancelled.

Lenox, Ia.—W. H. Whalen, of Elma, has purchased the elvtr. at this place from us. We do not know whether or not he is operating it.—Rothschild Grain Co., Atlantic, D. Paulsen.

Bode, Ia.—The Davenport Elvtr. Co. has purchased the elvtr. and interests of the Gilchrist Elvtr. Co. at this place, and has taken possession. C. L. Taylor has been engaged as local mgr.

Nashua, Ia.—F. A. Hoppner, who for the past 7 years has been with A. H. Nafus & Son at this place, has removed to Oakwood sta. (Marble Rock p. o.), where he is mgr. for the Farmers Grain Ass'n.

Sioux City, Ia.—The nature of our business here will be the buying and selling of grain, also a consignment business. Will not operate elvtr. at present, but may later on.—Walter H. Bailey Co.

Boone, Ia.—The property of the B. M. Huntley Grain Co. at this place and Moingona has been sold to the Farmers Elvtr. Co. here, and will be operated by that company.—J. W. Jordan, assignee.

Mt. Pleasant, Ia.—Your information that C. A. Johnson, of Fort Madison, is now with the A. D. Hayes Co. at this place is not correct. However he has removed to Mt. Pleasant.—W. H. Perrine Co., Chicago.

Cambridge, Ia.—Harrison D. Johnson, mgr. of the Central Iowa Grain Co. here, is now at Camp Pike, Ark., having left here July 24. The vacancy is being filled by Edwin Johnson of this place.—Mrs. H. D. Johnson.

Taintor, Ia.—We do not expect to make any improvements this season, and perhaps not until the war closes, in the elvtr. of the Taintor Elvtr. Co. which we purchased at this place recently.—J. E. and Paul Johnson.

Popejoy, Ia.—Art. Schillington, formerly with the Farmers Elvtr. Co. at Clarion, is now mgr. for the Farmers Elvtr. Co. at this place. He succeeds C. E. Christianson, who resigned to go into business for himself.

Wilke, Ia.—I have purchased the grain and coal business of Mr. Wilke at this place, and took possession Aug. 15. A new motor or engine will be installed, and other improvements made in the near future.—J. L. Burt Grain Co.

Beaver, Ia.—Richard Melick had a narrow escape from being smothered in the oats bin at the elvtr. of the Quaker Oats Co. recently when he fell into the dump. Only by the heroic efforts of some of the employees was the lad rescued.

State Center, Ia.—We are building ourselves modern homes, Mr. Goodman's costing \$8,000, and mine about \$4,000. Both houses are stucco finish, and we expect to get moved into them about the middle of October.—Goodman & Mead, Geo. E. Mead.

Sioux City, Ia.—Memberships in the Board of Trade have been in demand. The board of directors met Aug. 13 to authorize the issuance of sufficient certificates to take care of the present needs. The limit authorized up to this date was reached some time ago.

Linn Grove, Ia.—R. E. Woolworth, formerly agt. for the Trans-Mississippi Grain Co. at this place, resigned to enter the army some time ago. D. R. Miller, formerly of Mondamin, has succeeded Wm. Haase as mgr. for the Western Elvtr. & Grain Co. here.

Sioux City, Ia.—The following have applied for membership in the Board of Trade: J. W. Holmquist, N. B. Updike, W. P. Metzger, and the Merriam Commission Co., all of Omaha, Neb.; Earl Triplett, of Sloan, and the Slaughter-Prescott Elvtr. Co.

Maurice, Ia.—Al. Versteeg has been engaged as assistant mgr. of the Farmers Elvtr. Co. in this city, and will be employed chiefly in our elvtr. located on the C. & N. W. Ry., which we purchased recently from the Trans-Mississippi Grain Co.—Farmers Elvtr. Co., D. Vander Berg, mgr.

Mason City, Ia.—We have sold our line of grain elvtrs. at Cylinder, Crippen, Duncan, Hayfield, Miller, and Crystal Lake to the Quaker Oats Co., of Chicago, and gave possession on the 15th. We still maintain our office and headquarters in this city.—Hubbard Grain Co., S. L. Gordinier, secy.

Rowan, Ia.—Joseph Patton, Jr., has bot the elvtr. and coal sheds of the Rowan Lbr. & Grain Co., of which Virden & Emerson were proprietors. The Rowan Lbr. & Grain Co. has dissolved partnership, Mr. Emerson retiring from the business. The new firm will operate under the name of Fritz & Virden.

Newburg, Ia.—C. J. Hesson, mgr. for the Farmers Elvtr. Co. at this place, shipped car 14030, containing 111,936 lbs., or 3,494 bus., new oats Aug. 15. This we believe is the largest car shipped out of this section, particularly of the new crop.—Mid-West Consumers Grain Co., Des Moines, W. H. Bartz.

Clarion, Ia.—The new elvtr. and office building of the Farmers Elvtr. Co. is completed, and possession has been taken. The elvtr. is absolutely fireproof, being constructed of reinforced concrete from top to bottom. The office building is built of brick and cement. The cost was upward of \$14,000. Mr. Day is mgr.

Columbus Junction, Ia.—The grain elvtr. on the farm of J. H. McCormick was blown over in the windstorm Aug. 13. There was no grain in the lower part of the building, but the upper part was filled with from 1,500 to 1,600 bus. of wheat, and from 2,000 to 3,000 bus. of oats. This made the building topheavy, and when the wind struck it reeled over.

KANSAS

Trent, Kan.—We have built an elvtr. at this place.—Johnson & Son, Erie.

Salina, Kan.—L. H. Hastings is no longer in the feed and grain business here.

Black Wolf, Kan.—J. Griffith, of Hill City, is now mgr. for the Farmers Union Elvtr. Co.

Plainville, Kan.—Fire destroyed the roof of the plant of the Plainville Mill & Elvtr. Co. recently.

Pawnee Rock, Kan.—I am now agt. for the Rock Mfg. & Elvtr. Co. at this place.—Frank Gilbert.

Bird City, Kan.—John Anderson has bot C. W. Trickett's interest in the firm of Anderson & Trickett.

Norton, Kan.—A. W. Collins has succeeded Simon Sieffel as mgr. for the Norton Co-operative Co.

Ramona, Kan.—I sold my interest in the elvtr. here to the Ramona Elvtr. Co. last May.—J. S. Stricker.

Salina, Kan.—The following is our correct name; H. D. Lee Flour Mills Co.—Chas. M. Rodd, sec'y.

Randall, Kan.—Lee Nichols has succeeded C. W. Bradshaw as mgr. for the Jewell County Farmers Union.

Patterson, Kan.—I have taken a position with the N. Sauer Mfg. Co. at this place.—James Borin, Burrton.

Atchison, Kan.—Chester L. Weekes has gone to Camp Steevey for two weeks drill in the Officers' Training Camp.

Miltonvale, Kan.—Joe Neill has succeeded James Borin as agt. for the Kansas Flour Mills Co. at this place.

Washington, Kan.—E. P. Lowe, who has been mgr. for the Farmers Union Elvtr. Co. here, will remove to Severance.

Wathena, Kan.—We purchased the elvtr. of Drosselmeier Bros. June 27, and took possession July 1.—Farmers Grain Co.

Wichita, Kans.—Henry Bird, formerly with the Brooks-Ayers Grain Co., is now traveling for the C. V. Fisher Grain Co.

Fowler, Kan.—I have moved from Sylvan Grove to this city, where I am mgr. for the Fowler Equity Exchange.—S. Frey.

Blakeman, Kan.—The Blakeman Equity Exchange has bot a wareroom to handle products to and from the farm.—A. J. Still, mgr.

Erie, Kan.—We have bot the mill and elvtr. of Ridgeway & Son at Chanute, and have also built an elvtr. at Trent.—Johnson & Son.

Ellinwood, Kan.—The new elvtr. of the Wolf Mfg. Co. has opened for business. It has a capacity of 40,000 bus., and Pete Apel is mgr.

Latimer, Kan.—The Latimer Farmers Union, which was recently incorporated, has opened its new elvtr. with Cyrus Huxtable mgr.

Ellsworth, Kan.—It is not our intention now to erect a new milling plant at this place.—Ellsworth Mill & Elvtr. Co., H. Work, pres.

McLouth, Kan.—We are building an addition on east side, and are putting in a Midget Marvel Mill in the addition.—John Dobbs Grain Co.

Fairview, Kan.—T. C. Cook has resigned as mgr. for the Farmers Elvtr. Co. He will remove to Reserve, where he will manage an elvtr.

Winfield, Kan.—The C. Clinton Adams Mfg. & Grain Co. incorporated; capital stock, \$50,000; incorporators, C. Clinton Adams, and others.

Pittsburg, Kan.—Sparks from an engine set fire to a pile of cobs in the elvtr. of the Pittsburg Elvtr. Co. recently, but caused little damage.

Missler, Kan.—C. M. Elliott has succeeded L. O. Webb as mgr. for the Cooperative Equity Exchange, the latter having removed to Meade.

Hiawatha, Kan.—The Brown County Farmers Union has discarded its old gas engine, and has installed a 5-h. p. electric motor for elevating grain.

Ray, Kan.—We have leased the elvtr. of the Farmers Grain & Supply Co. and have overhauled our house.—Stafford County Flour Mills, J. D. Grove, mgr.

Centerview, Kan.—Lee Smith was with us at this place only one month. Rube Lunceford is our agt. at this time.—Southwest Grain Co., J. B. Young.

Atchison, Kan.—C. L. Warren, of Beatrice, Neb., has succeeded E. R. Welch as mgr. of the cash grain dep't of the Orthwein-Machette Co. in this city.

Mound Valley, Kan.—About 50 farmers of this place and vicinity met recently to make plans for the building of an elvtr. here, work on which is to begin at once.

Cimarron, Kan.—The Lindas Lbr. Co. has leased the elvtr. of the Cimarron Cooperative Equity Exchange and will operate it hereafter. C. L. Wright will be in charge.

Oberlin, Kan.—We bot the 16,000-bu. capacity elvtr. of J. J. Jackson recently, and are now doing a general grain business.—Oberlin Equity Exchange, W. E. Wilson, mgr.

Scottsville, Kan.—Lee Nichols has resigned as mgr. for the Farmers Union Co-operative Merc. Ass'n. He will remove to Randall where he will occupy a similar position.

Sylvan Grove, Kan.—Otto Polisch has succeeded Fred Holle as mgr. for the Farmers Elvtr. Co. Mr. Holle will remove to Lawrence, where he has accepted a similar position.

Griffith Siding (Larned p. o.), Kan.—On account of no crops and war conditions the T. H. Urton Grain Co. will not build an elvtr. here this year, but hope to next year.—T. H. Urton, mgr.

Coffeyville, Kan.—A. M. K. & T. Ry. official was here recently conferring with the members of the local Farmers Union regarding the building of a grain elvtr. on the railroad right of way.

Salina, Kan.—The stockholders of the Western Star Mills of this city have purchased the business of the Universal Mill Co. at Claflin, which they will operate as the Universal Mill & Elvtr. Co.

Meade, Kan.—I have removed to this place from Missler, where I was mgr. for the Co-operative Equity Exchange. I am now mgr. for the Co-operative Elvtr. & Supply Co. at this place.—L. O. Webb.

Gerlane, Kan.—I operate both elvtrs. here, and they were both badly damaged by the recent windstorm. We have them straightened up now, and running.—W. E. Summers, agt., Larabee Flour Mills Corp.

Lebanon, Kan.—The new grain elvtr. of the Smith County Farmers Union Co-operative Ass'n is now ready for operation. Extensive improvements have been made in the plant of the Lebanon Mill & Elvtr. Co.

Croft, Kan.—G. D. Eubank will represent the Arkansas Mfg. Co. at this place after Sept. 1, when Ray Bender, now located here, removes to Darrow, Okla., where he will be employed by the company.

Claflin, Kan.—We have taken over the business of the Universal Mill Co., having purchased same July 1. We have a fully paid in capital of \$100,000; incorporated under the laws of Kansas.—Universal Mill & Elvtr. Co.

Topeka, Kan.—Phil Billard, a son of J. B. Billard, ex-mayor of Topeka, and for many years engaged in the feed milling and grain business in this city, was killed a few weeks ago in an aeroplane accident in France.

Cuba, Kan.—Joe Peterka, Sr., has succeeded Mr. Lightbody as mgr. for the grain office and elvtr. of Richard Heinrich, which is located on the Burlington R. R. at this place. Mr. Lightbody has gone to Fairbury, Neb., to farm.

Reager sta. (Norton p. o.), Kan.—We have bot the elvtr. of H. W. Westerman at this place. O. W. Preston is pres. of our company, and Harry Railsbach is sec'y.—Reager Farmers Co-operative Bus. Ass'n, Ralph Hicks, mgr.

Randall, Kan.—We have purchased the elvtr. formerly operated by the Baker-Crowell Grain Co. and will not make any improvements just now. Later we will put in a cleaner, scales and manlift.—Hart-Bradshaw Lbr. & Grain Co.

Wichita, Kan.—W. T. Whiting, formerly with the Food Administration Grain Corporation with headquarters in the Kansas City office, has succeeded O. E. Bedell with the Craig Grain Co. in this city, Mr. Bedell having been called to the colors.

Topeka, Kan.—The business of the Shawnee Mfg. Co. has been purchased by R. F. Hodgins, S. J. Hodgins, and J. F. Baldwin. It is possible that there will be a reorganization of the company, but Mr. Baldwin, who has been with the company for several years, will be retained as gen'l mgr.

Hutchinson, Kan.—Twenty families and over 50 employees connected with the Larabee Flour Mills Corp. have been taken to Kansas City, where the company has moved its general offices. A branch grain office will be retained here in the Rorabaugh-Wiley Building, and will be in charge of C. W. Stiles. E. P. Jones, traveling superintendent of elvtrs., will also have his office with Mr. Stiles. The reason given for the move is that the company will be better situated to handle the business of its 6 mills and 55 elvtrs. The dep'ts of the gen'l office going to Kansas City include the sales, accounting, traffic and grain purchasing dep'ts. L. A. Arneson, sec'y of the company, has been in charge of the offices here.

LaCrosse, Kan.—The J. B. McClure Grain Co. exists as it did before, but F. W. Kath is associated with the firm, and J. B. McClure and F. W. Kath purchased the plant of the LaCrosse Mfg. & Grain Co., and we are running the mill here. It is now grinding out 200 bbls. a day. We are at present putting up a big warehouse, and expect in a short time to put up large cement tanks, and elvtr. at this point. The J. B. McClure Grain Co. purchased the plant of the Co-operative Live Stock Co., here, so we own that elvtr. also. The head office of the LaCrosse Mfg. & Grain Co. will be at Hutchinson, and the same people that own the J. B. McClure Grain Co. also own the LaCrosse Mfg. & Grain Co.—J. B. McClure Grain Co., Hutchinson, J. B. McClure.

The GRAIN DEALERS JOURNAL.

Joy sta. (Greensburg p. o.), Kan.—On account of my health I have sold all of my interest in the Joy Grain Co. to S. J. Groves, of Greensburg, who will, I presume, manage the business. Am starting, Sept. 1, to motor to Colorado.—E. R. Smith, mgr. and prop. Joy Grain Co.

Stafford, Kan.—The Consolidated Flour Mills Co., of Hutchinson, has purchased the business of the Southwest Grain Co. of this city, including 12 elvtrs. With these additional elvtrs. the total now owned by the first mentioned company is 35.

Parsons, Kan.—The new mill building of the Parsons Mill & Elvtr. Co. is practically completed and the machinery is being installed. It is a 2-story and basement building, 28x52 feet. The engine room is in the basement and power will be furnished by a 35-h.p. engine. O. F. Illian is mgr.

Kansas City, Kan.—Fire destroyed the main elvtr. at the Bulte Mfg. plant of the Kansas Flour Mills Co. in this city, Aug. 7, and resulted in the death of 2 men, who were killed when the west wall of the elvtr. collapsed. The elvtr., a wood structure, 45x30 feet, and 100 feet high, was valued at \$60,000, and contained 45,000 bus. of wheat. The loss on building and contents was \$158,000. A small repair room, used to repair machinery and the trucks of the company, burned with the elvtr., but the fireproof construction of the mill proper, and of the big grain tanks, which held 200,000 additional bus. of wheat, saved these and their contents. The fire was discovered in the wheat conveyor, connecting the elvtr. with the 6 concrete tanks. For a time it appeared that the flames would spread to adjoining buildings. Frank Brown, an employe of the Ismert-Hincke Mfg. Co., climbed to the roof of the engine room of that mill to extinguish sparks from the burning elvtr., and slipped and fell 20 feet, suffering injuries which may prove fatal.

KENTUCKY

Sturgis, Ky.—The Tradewater Mfg. Co. has increased its capital stock from \$15,000 to \$50,000.

Danville, Ky.—Mitchell & Kenney have purchased the retail coal business of Hudson & Davis, a grain firm here.

Calhoun, Ky.—John Wilson Jacobson, who operated a grain elvtr. at this point for many years, has enlisted in the marines, and is now at Paris Island, S. C.—C.

Louisville, Ky.—The Louisville Mfg. Co. will enlarge its elvtr. capacity by erecting 3 additional brick storage tanks, principally for carrying corn, as the company recently installed a corn mill.

MARYLAND

Myersville, Md.—The Myersville Supply Co. incorporated; capital stock, \$7,500; incorporators, Chas. H. Dentler, Robt. H. Kepler, and Calvin W. Binkley. The new company will handle wheat, corn, feed, etc.

Camp Meade, Md.—The grain elvtr. here was struck by lightning Aug. 10, and completely destroyed. Several large stacks of hay adjoining the building were also burned. The structure was frame and about 100 feet square. The elvtr. was near the ordnance depot and the remount station and just across the road from where the hayshed burned Aug. 4, with a loss estimated at \$50,000.

BALTIMORE LETTER.

Wm. DeFord Hauer has applied for membership in the Chamber of Commerce.

Alfred Ettlinger has made application for membership in the Chamber of Commerce.

Philip A. Small, gen'l mgr. of P. A. & S. Small, millers and grain merchants of York, Pa., and for many years a member of the Chamber of Commerce here, died suddenly at his home near York, Pa., Aug. 16, aged 52 years.

The Armour Grain Co., of Chicago, has arranged to place a private wire on the main trading floor of the Chamber of Commerce.

John C. Gimpel, inspector of grain on the Chamber of Commerce, has resigned to take charge of grain inspection at Newport News, Va.

G. Stewart Henderson has been appointed acting traffic manager of the Chamber of Commerce, while Herbert Sheridan, traffic mgr., is assisting the food administration.

The Chamber of Commerce recently presented to the soldiers at Camp Holabird, Md., a sum of money to be used on a particular night early in August for the entertainment and refreshment features of an evening to be called "Baltimore Chamber of Commerce night."

John C. Gimpel, a grain inspector in the Chamber of Commerce for years, and holder of a government license to inspect grain, has been transferred to Newport News, Va., where, under an arrangement with the Food Administration, he will inspect wheat at that port under the jurisdiction of the Chamber of Commerce of this city.

MICHIGAN

Cedar, Mich.—I have sold out to the Cedar Mig. Co.—Chas. Billman & Son.

Eden, Mich.—C. A. Davis is installing a Hall Signaling Grain Distributor in his elvtr.

Clare, Mich.—The Clare Hay, Grain & Bean Co. is building an elvtr. on the P. M. R. R.

Detroit, Mich.—The Swift Grain Co. has moved to new offices in the Detroit Free Press Building.

Leslie, Mich.—We are putting in an automatic Fairbanks Sacking Scale.—Leslie Elvtr. Co.

Romeo, Mich.—K. P. Kimball has been elected pres. of the Romeo Mill & Elvtr. Co., and J. A. Priest, sec'y.

Onsted, Mich.—The Onsted Co-operative Ass'n has increased its capital stock from \$15,000 to \$30,000, and will enter the grain elvtr. and coal business.

Stanton, Mich.—The elvtr. of W. E. Rasmussen at this place has been sold by him to the Gleaners Clearing House Ass'n, at Detroit. D. G. Dakin will be mgr. for the ass'n.

Cohoctah, Mich.—Joseph Reaton and John Snider, of Elkton, have taken over the elvtr. of John Wrigglesworth at this place, and will operate it under the firm name of Reaton & Snider.

Watertown, Mich.—The business of the Watertown Grain Co. has been taken over by the Snover Grain Co., of Snover. Archie M. McAllister and Don McQuerry will have charge of the business.

Greenville, Mich.—The Gleaners Clearing House Ass'n has established a business here. The company, which consists of farmers in Montcalm County, has purchased the elvtr. of Earl B. Clawson.

Charlotte, Mich.—The elvtr. of J. D. McLaren & Co. at this place has been taken over by Geo. Sebrook, of Ionia. The plant, which has been idle for some time, will be put into operation by the new owner.

Caledonia, Mich.—We have bot the elvtr. of Emanuel Wilson at this place, and will take possession Sept. 15. We have an authorized capital stock of \$30,000. Jesse W. Pickett is pres. of the new company, and M. R. Shisler is sec'y.—Caledonia Farmers Elvtr. Co., Jesse W. Pickett, pres.

Woodland, Mich.—The old roller mill which has stood idle at this place since 1898 has been made over into an up-to-date grain elvtr. with a bean picking room and all other equipment necessary for the operation of business. The plant will be operated by the Lewellyn Bean Co., with E. E. Lucas as grain buyer, and Glen A. England in charge of the office.

St. Johns, Mich.—We are disposing of all our old bean and grain cleaning machinery, and are replacing it with new clipper machines. We have built a large addition extending over the driveway on the south side of our elvtr. and flour mill, where we have installed a No. 89 Bean Cleaner, fully equipped, and an 8 D Wheat and Oat Cleaner, both of which were manufactured by A. T. Ferrell & Co. We have also made all necessary repairs on our elvtr., including new roofing and new siding, and have repainted the whole plant.—Sprague & Ward.

MINNESOTA

Easton, Minn.—The Farmers Elvtr. Co. is overhauling its plant.

Appleton, Minn.—John A. Thorne is mgr. for the Farmers Co-operative Elvtr. Co.

Redwood Falls, Minn.—Wm. Steel has succeeded John Knudson as mgr. for Birmingham Bros.

Baudette, Minn.—I have not as yet completed plans for building an elvtr. here.—T. J. Clauson.

Campbell, Minn.—I am now agt. for the Winter-Truesdell-Ames Co. at this point.—H. E. Clarke.

Northfield, Minn.—F. P. Arneson has taken the place of G. M. Gibbons at the elvtr. of C. O. Orr.

Duluth, Minn.—Stair, Christensen & Timerman, of Minneapolis, have closed their office in this city.

St. Paul, Minn.—Three Hall Signaling Grain Distributors have been purchased by the Capital City Mig. Co.

Duluth, Minn.—Hans J. Bjorge has been appointed a member of the State Board of Grain Appeals in this city.

Granada, Minn.—We have sold to Walter Burrill, and will give possession, Sept. 1.—Granada Grain & Implt. Co.

Villard, Minn.—A Farmers Elvtr. Co. has been organized here, and has purchased the elvtr. of R. L. Smith.

Gordonville, Minn.—Our elvtr. has been overhauled, and a new corn crib built.—Thompto & Heiny, L. Bolton, mgr.

Madison, Minn.—The property of the State Elvtr. Co. has been taken over by the Powers Elvtr. Co., of Minneapolis.

Forest Lake, Minn.—I am installing a grain cleaner, and replacing my gas engine with 2 electric motors.—Peter G. Berg.

St. Peter, Minn.—Arthur F. Vinson has been reappointed a member of the State Board of Grain Appeals at Minneapolis.

Hutchinson, Minn.—The Powers Elvtr. Co. of Minneapolis, has taken over the property of the State Elvtr. Co. at this place.

Greenbush, Minn.—Engel Pederson has succeeded Wm. Haug as mgr. for the Roseau County Farmers Co-op. Elvtr. & Merc. Co.

Delhi, Minn.—We have bot the elvtr. of the Pacific Elvtr. Co. at this place.—Farmers Grain & Fuel Co., H. C. Engeman, mgr.

Le Sueur, Minn.—The Farmers Equity will soon be operating a mill in connection with its elvtr. It will have a daily output of 100 bbls.

Appleton, Minn.—John A. Thorne, of New London, has succeeded M. Hanson as mgr. for the Farmers Co-operative Elvtr. Co. at this place.

Hendrum, Minn.—The Hendrum Farmers Grain Co. has been organized here and the company has purchased the elvtr. of the Imperial Elvtr. Co.

Waverly, Minn.—John Meehan has taken charge of the elvtr. which the Powers Elvtr. Co., of Minneapolis, recently acquired from the State Elvtr. Co.

Barnesville, Minn.—Henry F. Feir, formerly mgr. of the elvtr. of H. L. Moebek at Ulen, has succeeded A. A. Haagenson as mgr. for the Farmers Elvtr. Co. at this place. Mr. Haagenson will remain in this city, and will continue his farm machinery business.

Brown Valley, Minn.—W. R. Smith is now mgr. for the Cargill Elvtr. Co. at this place and R. H. Chisham is the new agt. for the Baldwin Elvtr. Co. here.

Clitherall, Minn.—I have purchased the elvtr. and coal sheds at this place, which were formerly owned by the Andrews Grain Co. of Minneapolis.—E. N. Nelson.

Bemis, Minn.—At a recent meeting of the new Farmers Grain & Stock Co. Tim O'Connor was elected pres., and Paul J. Carstens, sec'y-treas. The company is capitalized at \$25,000.

Waseca, Minn.—The Waseca Mfg. Co. is about to commence the erection of a new elvtr. It will be 24x36 feet, and will be 76 feet high. The third story of the mill is being enlarged also.

Ulen, Minn.—Henry F. Feir, formerly of this place, where he was mgr. for H. L. Moebeck, has removed to Barnesville where he is now in charge of the elvtr. of the Farmers Elvtr. Co.

Bird Island, Minn.—A number of improvements are being made in the elvtr. of the Farmers Elvtr. Co., including a new grain cleaner, and 2 electric motors to replace the present gasoline engine.

Brooten, Minn.—I have recently acquired the elvtr. of the Atlantic Elvtr. Co. at this place. The elvtr., which has a capacity of 15,000 bus., is located on the Soo Line. I have just had electric lights installed.—C. Steinkopf.

Glenwood, Minn.—O. A. Johnson, mgr. for the Atlantic Elvtr. Co., and S. L. Miller have purchased the elvtr. of the Atlantic Elvtr. Co. here. The new firm will be operated under the name of the Glenwood Grain & Fuel Co.

Perley, Minn.—H. H. Egar bot the elvtr. of the Perley Trading Co. and resold to the Crookston Mfg. Co., which has been doing quite a bit of repairing in the plant. The undersigned company has put up a new driveway.—Lee Elvtr. Co.

Marietta, Minn.—The elvtr. of C. E. Jenkins, which was sold several months ago to L. M. Maland, has not been running since, and haven't heard whether or not he is going to start up.—C. P. Smith, agt. Great Western Grain Co.

Hancock, Minn.—The Cargill Elvtr. Co. is again operating its elvtr. at this place, and the writer is agt. The elvtr. has been leased to N. Smokstad who is not in the grain business now. The elvtr. of the Northwestern Elvtr. Co. is closed.—H. C. Huntley.

Rockville, Minn.—Clemens Menke is pres. of the Rockville Co-operative Elvtr. & Mfg. Co. and Stephen Schaefer is sec'y. The company purchased the mill here and is now building an elvtr. with a capacity of 30,000 bus. adjoining the mill on the G. N. Ry. Expect to complete elvtr. by Sept. 1. It will be operated by water power, but expect to install electric power in case of shortage of water. The mill is now run by water power.—X.

Raymond, Minn.—We are doing extensive repairing, costing almost \$4,000. Two new legs have been put in, also a double distributor. All bins have been hoppered; new front and rear pit; new wagon and sled dump; new weighing room; directors' meeting room has been repaired and fixed up; electric motor in cupola. A new concrete foundation has been put in, and the elvtr. has been made 15 feet higher. C. H. Ahlfs is the present mgr.—Raymond Farmers Elvtr. Co.

MINNEAPOLIS LETTER.

Stair, Christensen & Timerman have closed their office in Duluth.

G. T. Roberts has applied for a traveling representative's license to represent the Quinn-Shepherdson Co.

Arthur F. Vinson, of St. Peter, has been reappointed a member of the State Board of Grain Appeals in this city.

Thousands of bushels of grain were in danger of being destroyed by a fire in the elvtr. of the Brooks Elvtr. Co. recently. The damage was confined to the structure, however, and the loss did not exceed \$500.

E. P. Kehoe, formerly a statistician in the office of the sec'y of the Chamber of Commerce, is now a cash grain salesman for Fraser, Smith & Co.

George Colt Bagley, pres. of the Bagley Elvtr. Co., Atlantic Elvtr. Co., and Kellogg Commission Co., died of heart failure Aug. 21, at the Gruenwald Hotel, New Orleans. Mr. Bagley, who was about 67 years old, had been identified with the grain business for over 30 years.

The following requests for transfer of membership in the Chamber of Commerce have been posted: From C. H. Green to L. H. Clough, Jr.; J. W. Robinson to J. W. Allen; L. H. Clough, Jr., to H. F. Storch; Alex. Stewart to Henry Nelson; Harry B. Lake to John R. Swift; H. J. Nicolin to Ed. P. Kehoe; James B. Forbes to D. H. Smith; A. M. Hartwell to W. G. Kellogg; F. A. Bean, Sr., to J. W. Robinson.

MISSOURI

Laddonia, Mo.—The Farmers Elvtr. Co. has not started to build an elvtr. yet.—Ray Spencer.

Appleton City, Mo.—M. D. Grider has purchased the elvtr. and grain business of his father, H. C. Grider.

Rush Hill, Mo.—The Farmers Elvtr. Co. has let contract for the construction of an elvtr. at this place to cost \$11,000.—Ray Spencer.

Smithton, Mo.—The Farmers Elvtr. Co. has been organized here by L. M. Monsees, H. Schlusung, and John Brunkhorst, with a capital stock of \$20,000.

Houstonia, Mo.—The Farmers Elvtr. Co. has been incorporated. Lee H. Stiles, C. T. McConnell, and S. E. Houchin are the organizers of the company.

Adrian, Mo.—The Adrian Elvtr. Supply & Selling Co. has been organized by C. B. Walker, J. F. Feraris, D. A. Gepford and others, with a capital stock of \$25,000.

Bragg City, Mo.—An up-to-date corn elvtr. is to be built at this point by the Little River Farmers Co. The elvtr. will have a capacity of 5 or 6 cars of ear corn.

Lockwood, Mo.—The Farmers Grain & Live Stock Co. purchased the elvtr. formerly operated by Farris & Son at this place. B. H. Lammers is pres. of the company, and F. H. Farris is mgr.—X.

Charleston, Mo.—The contract for our elvtr. has been let, and the work is nearing completion. We were incorporated in July, and are now doing business under the name of the Hutson Grain Co.—Geo. R. Hutson.

Cosby, Mo.—N. C. Schneider has bot the elvtr. of G. F. Birt, proprietor of the Cosby Grain & Elvtr. Co. The business is a partnership between N. C. Schneider and Walter E. Mullen, under the name of the Cosby Grain Elvtr. Co.

Belleflower, Mo.—The elvtr. of McCullough & Son caught fire recently when difficulty was had in starting the engine which back fired, igniting some gasoline that had dripped on the floor, and spreading to oil soaked waste used in cleaning the engine. The fire was extinguished with slight damage to the building.

Humansville, Mo.—The elvtr. owned by Geo. H. Birchard, of Lincoln, Neb., at this place was destroyed by fire, Aug. 7, together with 1,900 bus. of corn, 1,591 bus. of wheat, and 333 bus. of oats. The total loss is estimated at \$12,000, with \$4,000 insurance. The origin of the fire is unknown. Workmen discovered it in the basement of the building, and upon investigation found that the entire basement was in flames.

Knobnoster, Mo.—Fire in the plant of the Acme Mfg. Co. Aug. 18, caused a loss of \$50,000, partially covered by insurance. The fire started in the fuel room of the milling plant and as there was no water protection, it burned very rapidly. About 8,000 bus. of wheat, 1,000 bus. of corn and 150 bbls. of flour, besides feed meal, and sacks were lost. The concrete elvtr. with 50,000 bus. of wheat, which adjoined the mill, was not materially damaged.

Taylor, Mo.—Eisenberg Bros., of Palmyra, are contemplating building an elvtr. at this point.

KANSAS CITY LETTER.

C. C. Randall, who has been a licensed inspector in this market, is now traveling in Kansas for the Morrison Grain Co.

Charles E. Barron, formerly federal grain supervisor in District 24, with headquarters in this city, has been transferred to St. Louis.

The present officers of the Aylsworth Grain Co., which operates the C. B. & Q. Elvtr., are: G. A. Aylsworth, pres.; F. S. Cowgill, vice-pres.; A. R. Aylsworth, sec'y.

C. W. Avery, formerly in charge of the Fort Worth, Tex., office of the Kemper Mill & Elvtr. Co. of this city, is now in charge of the wheat dep't of the company here. He will be in charge of the wheat sales to flour mills and the general merchandising of wheat. G. C. Henderson will succeed him at Fort Worth.

The Kansas Flour Mills Co. is establishing temporary means for conveying grain from its tanks to the mill, to replace the methods destroyed by the recent fire. A new elvtr. will be built to replace the one burned and work will be started at once. A tempering house, having a capacity of tempering 36,000 bus. at one time, will also be built.

The general offices of the Larabee Flour Mills Corp., including the sales, accounting, traffic and grain purchasing dep'ts, have been moved from Hutchinson to the Security Building in this city. L. A. Arneson, sec'y of the company, who has been in charge of the offices at Hutchinson, has also removed here. Twenty families and over 50 employees were also removed here by the company.

The directors of the Kansas City Board of Trade voted Aug. 15 to permit destination weights until further notice for any grain already sold or that may be sold, when Kansas, Missouri, St. Louis, Chicago, New Orleans or Galveston official weights may be obtained. It was also requested that as much grain as possible be sold on this basis to relieve congestions in railroad yards. Wheat that will not bring a premium is to be tendered first to the Food Administration.

The writer, who has been inactively associated with Peet Bros. Mfg. Co. for a number of years, has retired from the grain business and will devote all his time in the future to the soap business. There is no one to handle the name of the Moss Grain Co. as that name goes out with us. However, have sold the good will of the consignment business to Wm. G. Dilts, Jr. & Co., and the warehouse and seed business is being taken over by Mr. Croysdale, who will have associated with him P. B. Harper, who has been with the writer for a number of years handling the seed end of the business.—C. P. Moss, pres. Moss Grain Co.

ST. JOSEPH LETTER.

Louis L. Roesle has accepted a position with the Mid-West Grain Co. He was formerly sec'y of the board of police commissioners.

The Keystone Elvtr. & Grain Co. has been incorporated with a capital stock of \$100,000, and has purchased the Elwood Elvtr., which was operated by the Elwood Grain Co. R. J. Pendleton is pres. of the company, L. A. Cooksey and C. A. Addington are vice-presidents, and J. C. Kneer is sec'y-treas. The new company will conduct a grain and commission business.

Sigfred Kornhohl, Jr., engineer for the Lehr Construction Co., was injured Aug. 15, while working at the top of new concrete tanks, which are being built for the Buchanan Elvtr. here. In some manner he missed the cage of a passenger lift when he attempted to step into it, and to break his fall he seized a small rope used as a signal cord. He slid down this to a scaffold on which he landed, burning his hands severely and injuring his knees when he struck.

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T. J. Slattery, who has been employed in the traffic dep't of the Commerce Club, has succeeded Allan T. West as sec'y of the Grain Exchange.

ST. LOUIS LETTER.

Perry C. Smith, of the Maney Grain Co., Omaha, is to be mgr. of the Security Elvtr. in this city.

George Harsh & Co. have acquired the Terminal Elvtr., which was formerly owned by the C. H. Albers Com. Co.

A. J. Vesen, chief clerk in the traffic dep't of the Merchants Exchange, and an expert rate clerk, has received an appointment with the U. S. Food Administration in the grain division in New York City.

Charles B. Barron, at one time a member of a grain sampling firm in this city, and later federal grain supervisor in District 24, with headquarters in Kansas City, has been transferred here, where he will succeed Mr. Rothrock, who will go on the road.

John Schmidt, general sales mgr. for the Chase Bag Co. has taken a position with Wm. G. Dilts, Jr., & Co., in this city. Before identifying himself with the Chase Bag Co. Mr. Schmidt was with the S. R. Washer Grain Co., of Atchison, for 17 years, during which time he handled the coarse grain of the company.

B. L. Fiedeler, of the new firm of the Danner-Fiedeler Grain Co., has been admitted to membership in the Merchants Exchange. The following have also been admitted to membership: Walter H. Battorf, of Belleville, Ill.; Wm. H. Todt, of Litchfield, Ill.; Alex. V. Kerns, of Kirksville; Sam Mincer, of Chicago; Wm. F. Keith, Thos. F. O'Meara, Jas. N. Russell, Arthur E. Dutton, and W. Roy Spiers.

James F. Bradshaw, Grain Warehouse Commissioner of Missouri, has notified Sec'y Smith, of the Merchants Exchange, that after Aug. 1, the test weight for grade No. 2 red oats will be 29 pounds to the measured bu. instead of 30 pounds as at present, under rules of the Missouri State Grain Inspection Dep't. The change was to secure uniformity in grading No. 2 red oats since 29 pounds prevails in the Kansas State Inspection Dep't and Missouri and Kansas grades are the same in every other particular and property. The same results will now be obtained on some cars inspected and graded in the same inspection markets of the 2 states.

MONTANA

Collins, Mont.—Elvtrs. at this place are closed on account of drought.

Gilman, Mont.—Another grain elvtr. is being contemplated for this place.

Miles City, Mont.—The Miles City Mill & Elvtr. Co. will use a Hall Signaling Grain Distributor in its elvtr.

Wibaux, Mont.—W. L. Stagg has been elected pres. of the Wibaux Elvtr. Co., and H. O. Glassrude, sec'y-treas.

Belgrade, Mont.—The Gallatin County Farmers Alliance has sold its elvtr. here to the Montana Equity Elvtr. Co.

Stockett, Mont.—John Peterson, formerly of this place, has removed to Geyser, where he will be mgr. for the Equity Co-operative Ass'n.

Dover, Mont.—And. Netteland, formerly in charge of the elvtr. of the Rocky Mountain Elvtr. Co. at Fowler, has been transferred to this place.

Franklin, Mont.—The Rocky Mountain Elvtr. Co. has opened its elvtr. at this place for the season, with L. J. Leonard, of Rudyard, as mgr.

Bozeman, Mont.—The elvtr. of the Gallatin County Farmers Alliance at this place has been taken over by the Montana Equity Elvtr. Co.

Culbertson, Mont.—I have taken a position with the Montana & Dakota Grain Co. at this place. Was formerly located at Wolf Point.—R. H. Murry.

Navajo, Mont.—O. B. Askelson, formerly mgr. of the Independent Elvtr. of Cartwright, N. D., has removed to this place where he has charge of the elvtr. of Kanning Bros.

Cascade, Mont.—The State Elvtr. Co., which was organized 2 years ago, with headquarters in this city, has increased its capital stock from \$50,000 to \$100,000.

Geyser, Mont.—John Peterson, formerly grain buyer for the Equity Co-operative Ass'n at Stockett, has removed to this place where he has charge of an elvtr. for the same company.

Cascade, Mont.—J. F. Webster, formerly of Crookston, Minn., has succeeded Wm. Stermer as grain buyer for the Cascade Mig. & Elvtr. Co. here. Mr. Stermer has removed to Pendleton, Ore.

Crane, Mont.—We have a 30,000-bu. elvtr. on the Nor. Pac. Ry. The writer is pres. of the company, and C. A. Hanson is sec'y-treas. At present we have no mgr.—Equity Co-operative Ass'n, James Wright, pres.

Fowler, Mont.—Owing to the failure of crops in this vicinity the Rocky Mountain Elvtr. Co. has closed its elvtr. here and the writer has been transferred to Dover to take charge of an elvtr. for the company.—A. Netteland.

Hobson, Mont.—An addition, to be used for the storage of wheat, is being built at the plant of the Judith Mfg. Co., and will increase the storage capacity about 6,000 bus. A warehouse, 26x60 feet, will also be erected on the west side of the mill.

Rapelje, Mont.—The Star Elvtr. Co., of Jamestown, N. D., has just completed a 40,000 bu. elvtr. and coal shed at this place and Wickett, on the Lake Basin Line of the Nor. Pac. Ry. These elvtrs. are right up-to-date and are ready to take in grain.

Lewistown, Mont.—I am now agt. for the Western Lbr. & Grain Co. here. Was formerly with the Montana Central Elvtr. Co. at Collins. The elvtr. I am now operating has a capacity of 30,000 bus., and is electrically equipped.—R. J. Mitchell.

Antelope, Mont.—The Williston Elvtr. Co. has opened for business again with F. M. Blake as mgr. The Farmers Grain & Shipping Co. will open up again about Aug. 15, after having been closed since the first of the year. Edw. Rieshoff is buyer.—Hoven Grain Co., Alf. Hoven.

Frazer, Mont.—The Smith Tyner Co. is building an elvtr. at this place. It will consist of 11 bins and will have a capacity of 25,000 bus. A 9-h.p. engine, 6-ton dump scale, Bird Semi-Automatic Shipping Scale, and one stand of elvtrs. will be installed. C. E. Bird & Co. have the contract.

Laurel, Mont.—The Laurel Mfg. Co., which operates a 16,000-bu. elvtr. in connection with its mill, has reopened the mill, which was shut down while certain repairs were being made. A new 75-h.p. electric motor was installed, and 2 scroll mills added to be used in regrinding tailings. The cost of the new equipment and repairs will be about \$6,000.

Fairfield, Mont.—The elvtr. of the Farmers Co-operative Ass'n reopened for business recently after having been closed for some months. Martin Olson was elected pres. at the annual meeting and G. Wood was elected sec'y-treas. Mr. Wood has since resigned, and the former sec'y-treas., John Langwald, has resumed his duties, and he will also act as mgr. for the elvtr.

Great Falls, Mont.—We have taken over the elvtrs. of the Gallatin County Farmers Alliance at Bozeman and Belgrade, 2 others in the Gallatin Valley, and 8 others at various points throughout Montana, and are now working on 4 others. The company is owned and controlled by the farmers in Montana, and we are patterning after the large Canadian companies. We intend to do business along business lines only, and intend to work harmoniously at all times with other companies in the grain business, as this is an economic movement which has been needed in Montana the worst way. The writer was gen'l supt. of the Alberta Farmers Co-operative Elvtr. Co. for 3 years.—Montana Equity Elvtr. Co., J. A. Moore, sec'y-mgr.

NEBRASKA

Shelton, Neb.—The Denman Grain & Lbr. Co. dissolved recently.

Elkhorn, Neb.—Fred Bull is the new mgr. for the Farmers Union.

Palmer, Neb.—The Farmers Grain & Coal Co. incorporated; capital stock, \$20,000.

Craig, Neb.—Fred Rogers has taken a position with the Farmers Union Ass'n.

Phillips, Neb.—Work has commenced on the new elvtr. for the Phillips Grain Co.

Cotesfield, Neb.—Jake Wells is the new assistant mgr. for the Farmers Grain & Supply Co.

Henry, Neb.—The new elvtr. which C. K. Anderson is building here is nearing completion.

Lincoln, Neb.—A. A. Tanner & Co. are the successors to J. A. Schoenthal & Co. in this city.

Rosemont, Neb.—Otto Gerlach has taken charge of the elvtr. of the Koehler-Twidaile Elvtr. Co.

Pawnee City, Neb.—The Brown Elvtr. Co. of this city has bot the line of elvtrs. of C. M. Linn, of Humboldt.

Staplehurst, Neb.—J. J. Brown is again mgr. for the Staplehurst Grain Co., having succeeded H. F. Benning.

Bradshaw, Neb.—Luther L. Goodridge has succeeded C. E. Trump as mgr. for the Central Granaries Co. here.

Comstock, Neb.—Plans have been completed for the incorporation of a grain and live stock company at this place.

Humboldt, Neb.—C. M. Linn, of this city, has sold his line of elvtrs. to the Brown Elvtr. Co., of Pawnee City.

Stockham, Neb.—O. T. McConaughy, of Aurora, will succeed S. H. Riker, Sept. 1, as mgr. for the Farmers Elvtr. Co.

Ord, Neb.—The Farmers Elvtr. Co. has been making improvements in its elvtr., and has just completed a concrete elvtr.

Cowles, Neb.—The North Elvtr. at this place is owned by the Koehler-Twidaile Elvtr. Co., of Hastings.—W. E. Sirrs, mgr.

Ravenna, Neb.—The elvtr. of the Ravenna Mills, which was recently moved from its old site to a new location, is being rebuilt.

Brule, Neb.—The Farmers Co-operative Ass'n of Brule has purchased the elvtr. of the Trans-Mississippi Grain Co. at this place.

Ponca, Neb.—Fred Payne is mgr. for the Farmers Union Co-operative Ass'n, which recently bot the elvtr. of A. H. Hillis.

Waverly, Neb.—E. A. Miller, proprietor of the elvtr. of the Waverly Grain Co., has sold the elvtr. Carl Nickerson will be in charge.

South Ravenna sta. (Poole p. o.), Neb.—Farmers in this vicinity are contemplating organizing to build a Farmers Co-operative Elvtr.

Wayne, Neb.—The Farmers Union has let contract for the building of an elvtr. with a capacity of 30,000 bus. It will cost \$12,000.

Western, Neb.—We are expecting to repair our elvtr. this fall, tho I cannot say just what will be done at present.—Western Elvtr. Ass'n.

Howells, Neb.—John Sanders is now mgr. for the Nye Schneider Fowler Co. at Hooper. I am still mgr. for the company here.—E. G. Herman.

Oakdale, Neb.—T. H. Hayes has succeeded C. I. Duncan at the elvtr. of the Torpin Grain Co. Mr. Duncan will engage in other lines of work.

Sholes, Neb.—I am out of the grain buying business, and am farming to help lick the kaiser.—A. C. Glasser, formerly agt. Schwartz & Van Camp.

Prague, Neb.—We are in no way connected with the Farmers Co-operative Co., recently reported as having been incorporated here.—Farmers Co-operative Co., J. O. Kaspar, mgr.

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Bennet, Neb.—The Farmers Union Co-operative Ass'n incorporated; capital stock \$2,000. Harvey Ehlers is pres. and Archie Wallich is sec'y.

Lorton, Neb.—Carl Peterson, formerly mgr. for this company, has gone into the service.—Farmers Union Co-operative Ass'n, Martin Peterson, mgr.

Brookwalter, Neb.—The Farmers Elvtr. Co. of Brookwalter incorporated; capital stock, \$15,000; incorporators, W. H. Brookwalter, J. W. Baxter, and others.

Gibbon, Neb.—Extensive improvements are being made in the elvtr. of the Grange Co-operative Elvtr. Co. The capacity of the elvtr. will be increased 7,000 bus.

Horace, Neb.—Lee Harris has not been mgr. here at any time. The writer has been here nearly 10 years as mgr.—T. B. Hord Grain Co., A. B. Morfeld, mgr.

Hamlet, Neb.—The F. C. Krotter Co. has sold its grain and lumber business at this place to the Hamlet Equity Union for \$18,000, exclusive of the lumber stock.

Sholes, Neb.—I am with the Slaughter-Prescott Elvtr. Co. at this point. We are remodeling our elvtr. and expect to handle a complete line of feed.—H. F. Foley, agt.

Petersburg, Neb.—"Budd" Lear, son of H. F. Lear, who was formerly engaged in the grain elvtr. business at this place, was killed in the fighting in France recently.

Milford, Neb.—We sold our elvtr. last spring so are not in the grain business at present. Don't expect to go back in the grain business until after the war.—J. L. Buckley, Buckley Grain Co.

Platte Center, Neb.—John W. Reilly, mgr. for the Farmers Elvtr. Co., is taking a 2 months' vacation. L. Crandall, of Byron, will have charge of the business during Mr. Reilly's absence.

Hartington, Neb.—A Farmers Co-operative Elvtr. Co. has been organized at this place. The new company has bot one of the oldest elvtrs in this section, and has elected Mr. Weibelhaus mgr.

Ogallala, Neb.—E. G. Taylor, of Loup City, and I. C. Hardin, are the new proprietors of the elvtr. of the Trans-Mississippi Grain Co. in this city. Leo Martin will be retained as local mgr.

Hastings, Neb.—R. J. Moes has succeeded Benton J. Dodge as representative for the McCauld-Dinsmore Co. in this city. Mr. Dodge is now with the American Expeditionary Forces, "Somewhere in France."

Liberty, Neb.—Our elvtr., which has a capacity of 16,000 bus., was built new last Sept. W. G. Huntington is pres. of the company, H. L. Yother is sec'y, and C. W. Hagerman, mgr.—Liberty Grain Co.

Ulysses, Neb.—A fire was discovered in the coal bins of the Farmers Grain & Supply Co. recently. Firemen, who were called, soon shoveled the coal out. Spontaneous combustion was the cause of the fire.

Blue Springs, Neb.—The John Dobbs Grain Co., of Beatrice, has purchased the elvtr. of the Omaha Elvtr. Co. at this place and is now engaged in dismantling it. The lumber will be used for building another elvtr.

Hartington, Neb.—A fire was discovered smoldering in the coal bins of the Holmquist Lbr. Grain Co. recently, but was extinguished before much damage was done. The fire was a case of spontaneous combustion occasioned by the extreme heat. A new oats house with a capacity of 20,000 bus. is being added to the elvtr. of the company, and the company is also constructing a large addition to its elvtr.

Adams, Neb.—Fire, thot to have been caused by a spark from a passing freight engine, caused the total loss of an elvtr. at this place belonging to the Central Granaries Co., of Lincoln, recently. The fire which caught the roof of the elvtr., was practically under control at one time, but the strong wind quickly fanned the blaze to all parts of the roof, and the building was soon burned to the ground. No grain was in the elvtr.; fully insured.

Loup City, Neb.—J. W. Harden, who has been with the Trans-Mississippi Grain Co. for a number of years, is now a partner in the recently organized Taylor-Harden Grain Co., which succeeded Mr. Taylor in the grain business.

Grand Island, Neb.—C. C. Peterson, who has been supt. of country elvtrs. for the Omaha Elvtr. Co., of Omaha, has bot a membership in the Omaha Grain Exchange, and will remove to that city to engage in the grain business.—L.

Olean sta. (North Loup p. o.), Neb.—The Farmers Grain & Supply Co., of North Loup, has leased the elvtr. of the Omaha Elvtr. Co. at this station, and L. L. Oliver is in charge.—O. R. Hill, mgr., Farmers Grain & Supply Co., North Loup.

Tangemann sta. (Talmage p. o.), Neb.—H. Niedermeyer is pres. of the Farmers Union Co-operative Ass'n, which recently purchased the elvtr. of the Baker-Crowell Grain Co. at this station, John H. Schacht, of Cook, is sec'y, and F. B. Wallace is mgr.

Superior, Neb.—Nothing is being done by the Superior Corn Products Co. Claud Shaw, who was the promoter, is reported to be with the Nebraska Corn Co. at Omaha. The company had started to build a plant, but work was dropped and nothing has been done since.—L.

Orchard, Neb.—We built at this place last year. We carry side lines of salt, flour, feeds, paints, etc. S. B. Whitmore, our mgr., has been with us since our organization, and Mrs. Whitmore also assists in the office. In addition to carrying the above mentioned side lines, we also have a live stock dept.—Farmers Union Co-operative Co.

Schuylerville, Neb.—Gerald Eherenberger has been made pres. of the Wells-Abbott-Nieman Co. in this city, succeeding Chauncey Abbott, who died recently. Mr. Eherenberger has been connected with the company in various capacities for 25 years, and at the time of Mr. Abbott's death was treas. H. C. Caywood, of Minneapolis, for many years connected with the Strong Scott Mfg. Co. in that city, has succeeded G. E. Nipp as superintendent of the Wells-Abbott-Nieman Co. in this city. Mr. Nipp will remove to Omaha, where he will engage in the manufacture of his newly patented dust collector.

OMAHA LETTER.

Members of the Grain Exchange will charge 7% interest on all advances after Aug. 15, 1918.

The Moore Grain Co., which was reported as having been incorporated in this city, is not known here.

The Moriarty Grain Co. has removed its offices from the Keeline Building to the Grain Exchange Building.

Perry C. Smith, formerly of the Maney Grain Co. in this city, is to be mgr. of the Security Elvtr. in St. Louis.

C. C. Peterson, formerly supt. of country elvtrs. for the Omaha Elvtr. Co., of this city, has bot a membership in the Grain Exchange, and will remove here to engage in the grain business.—L.

Francis Bewsher, son of A. H. Bewsher, has been promoted from a second to a first lieutenancy in the infantry branch of the U. S. army. He is now stationed at Camp Dodge.

The annual field day outing of the Grain Exchange at Carter Lake, Aug. 22, was an enjoyable affair. About 300 members of the exchange and their employees attended. Tennis matches, ball games, and water events were staged in the afternoon, and thrift stamps were given as prizes to the winners of the various events. A feature of the outing was a banquet served in the Carter Lake Club house, which was followed by dancing.

NEW ENGLAND

Whitman, Mass.—New platform scales for weighing coal are being installed in both our elvtr. and warehouse.—Whitman Grain & Coal Co., H. W. Chandler, treas.-mgr.

Plainville, Conn.—W. S. Eaton, a local grain dealer, was called to Hartford recently, before the Federal Food Administration to give an explanation for selling wheat flour without substitutes. Decision was reserved.

Collinsville, Conn.—The Case-Woodruff Corp., of New Hartford, has bot the business of the Collinsville Grain Co. at this place, and will conduct it as a branch of the New Hartford concern. Burton Bristol, of Canton, will be mgr.

East Weymouth, Mass.—Theodore H. Emerson, of East Braintree, died in that city, recently, aged 70 years. Mr. Emerson was in the grain, coal and wood business here for many years, retiring 8 years ago, and going to East Braintree to live.

NEW JERSEY

Camden, N. J.—The Westgate Grain Co. incorporated; capital stock, \$250,000; incorporators, S. C. Seymour, E. M. Macfarland, and H. A. Stein; to operate mills for grain and food products. The Farmers Feed & Grain Co., with a capital stock of \$50,000, to deal in grain, feed, etc., has been incorporated by the same persons.

NEW YORK

New Lebanon, N. Y.—The Lebanon Valley Grain & Supply Co. incorporated; capital stock, \$5,000; incorporators, L. C. Gillett, G. Mortimer, and others.

Brooklyn, N. Y.—The Thomas Morgan Co. incorporated; capital stock, \$150,000; incorporators, L. G. Leverien; N. J. Brainerd, Scarsdale; E. D. George, Plainfield, N. J.

Peekskill, N. Y.—A mysterious fire which destroyed a grain warehouse of the Economic Feed Co., a subsidiary of the Fleischman Mfg. Co. of this city, resulted in the death of 7 men, recently, when the walls collapsed 4 hours after the fire was discovered. Six volunteer firemen and an employe of the company were buried under the walls, and 4 other men were injured. A suspicious circumstance of the fire is that a similar fire was discovered in another warehouse of the company a few days previous.

BUFFALO LETTER.

The offices of the Corn Exchange are being remodeled to make more space.

John Hoppes, who was employed at the Erie and Export Elvtrs. for many years as a millwright, died recently, aged 75 years.

On a writ of attachment granted to the Buffalo Grain Co. the sheriff seized 7,848 bus. of corn on which the National Bank of Ashtabula, O., had advanced \$12,617 to the Horton Milling Co., of Ashtabula, defendant, in a suit brot by the Buffalo Grain Co. Now the bank has brot suit against the sheriff alleging unlawful seizure.

NORTH DAKOTA

Enderlin, N. D.—George Bleese will erect a large elvtr. on his farm.

Sykeston, N. D.—Oscar Lundby has bot the elvtr. of T. H. Cousins.

Wolford, N. D.—Chas. Martin is now mgr. for the Dodge Elvtr. Co.

Esmond, N. D.—Elling Peterson is having an elvtr. built on his farm.

Portland, N. D.—C. A. Dahl is now mgr. for the Great Western Grain Co.

Galesburg, N. D.—Oluf Olson is now mgr. for the Farmers Elvtr. Co.

Maida, N. D.—The farmers of this place have organized a Farmers Elvtr. Co.

Berthold, N. D.—N. E. Norman is the new mgr. for the Berthold Farmers Elvtr. Co.

Kathryn, N. D.—E. Eggen, formerly mgr. for the Kathryn Farmers Mutual Elvtr. Co. here, is now mgr. for N. J. Olson & Sons at Litchville.

The GRAIN DEALERS JOURNAL.

Clyde, N. D.—The Clyde Elvtr. Co. has taken over the property of the Monarch Elvtr. Co.

Beach, N. D.—J. J. Wysockey has succeeded C. V. Lehman as mgr. for the Farmers Union.

Grano, N. D.—T. J. Cocking has taken charge of the elvtr. of the Northland Elvtr. Co. here.

Omemee, N. D.—The Farmers Elvtr. Co. has bot the elvtr. of the Imperial Elvtr. Co. at this place.

Stanley, N. D.—The St. Anthony & Dakota Elvtr. Co. has begun the erection of an elvtr. here.

Kindred, N. D.—Mr. Rosendahl is in charge of the new elvtr. of the Kindred Farmers Elvtr. Co.

Fort Clark, N. D.—G. B. Martin has purchased and will operate the elvtr. of the Fort Clark Elvtr. Co.

Walhalla, N. D.—The Powers Elvtr. Co. has taken over the elvtr. of the State Elvtr. Co. at this place.

Munich, N. D.—The Farmers Elvtr. Co. is installing a Bird Semi-Automatic Shipping Scale and a cleaner.

Bremen, N. D.—A. L. Edmonds is the new mgr. for the Equity Elvtr. Co. here.—W. J. Dargan, mgr. St. Anthony & Dakota Elvtr. Co.

Gardena, N. D.—The elvtr. of N. J. Olsen & Sons is being torn down. It will be rebuilt as an addition to the elvtr. of the Northland Elvtr. Co.

Nome, N. D.—Paul Johnson, formerly mgr. for the Nome Grain Co., has removed to Englevale, where he is mgr. for the Farmers Elvtr. Co.

Sharon, N. D.—We have let contract for the erection of a 40,000-bu. elvtr. to be ready Oct. 1.—Sharon Farmers Elvtr. Co., E. T. Mickelson, mgr.

Oswald sta. (Fairmount p. o.), N. D.—The M. & N. Elvtr. at this place has been sold to a Farmers Elvtr. Co., which was recently organized.

Sheyenne, N. D.—Our present officers are C. W. Brolin, pres.; Peter Hanson, vice-pres.; and O. C. Oefstedahl, sec'y-treas.-mgr.—Sheyenne Elvtr. Co.

Park River, N. D.—The Community Flour & Grain Co. of this city, operates a grain elvtr. in connection with its Midget Marvel Mill.—Park River Mfg. Co.

Cartwright, N. D.—Virgil Birk, of Flaxville, Mont., has succeeded O. B. Askelson as mgr. of the Independent Elvtr. at this place, Mr. Askelson having removed to Navajo, Mont.

Lankin, N. D.—James Horejah is employed as second man at our elvtr. in place of Thos. Gardner, who has moved to Pine City, Minn.—Ruzicka Elvtr. Co., Jerome Ruzicka, mgr.

Fargo, N. D.—L. Demier, formerly supt. of the Victoria Elvtr. Co., of Minneapolis, has taken up his new duties as supt. of elvtrs. for the Equity Co-operative Exchange, with headquarters in this city.

Hebron, N. D.—The elvtr. of Fred Braun, Jr., has been repaired, and is now equipped with modern scale equipment. The motors have also been re-arranged to facilitate the operation of the machinery.

Kindred, N. D.—The report that the elvtr. of the Cargill Elvtr. Co. at this place burned recently is incorrect. It was the elvtr. of the Crangle Elvtr. Co., of which Ole Swenson was agt.—H. S. Huts-gaard.

Lostwood, N. D.—The St. Anthony & Dakota Elvtr. Co. is building an up-to-date elvtr. of 30,000 bus. capacity. The house has 16 bins, 6-ton dump scale, Bird Semi-Automatic Shipping Scale, and one stand of elvtrs. C. E. Bird & Co. have the contract.

Grace City, N. D.—The Grace City Co-operative Elvtr. Ass'n has let contract for the installation of a double distributor, and also for other repairs to be made in its elvtr. here. H. D. Perkins & Co. will install a new engine and cleaner in their house here. H. D. Perkins is mgr.

Jamestown, N. D.—We have just finished building a 40,000-bu. elvtr. and coal shed at both Rapelje and Wickett, Mont., on the Lake Basin Line of the Nor. Pac. Ry. These are up-to-date elvtrs. and are ready to take in grain. M. Blewett will run one of these stations, but have not decided which one.—Star Elvtr. Co.

Lakota, N. D.—The St. Anthony & Dakota Elvtr. Co. has started to rebuild its elvtr. which was burned recently. The house will be of 30,000 bus. capacity, will have 16 bins, a 15-h. p. Fairbanks Kerosene Engine, 6-ton Fairbanks Dump Scale, Bird Semi-Automatic Shipping Scale, and 2 stands of elvtrs. C. E. Bird & Co. have the contract.

Litchville, N. D.—We have installed a flexible spout holder in our elvtr. Our new mgr., Fred Hemmer, was formerly mgr. for the Farmers Co-operative Elvtr. Co. at this place. Mr. Hunter, of Galesburg, has succeeded Mr. Hemmer as mgr. for that company. E. Eggen, formerly mgr. for the Kathryn Farmers Mutual Elvtr. Co., of Kathryn, is the new mgr. for N. J. Olsen & Sons here.—Giebink Elvtr. Co.

Kempton, N. D.—The Farmers Elvtr. Co. is doing quite a lot of repairing in its elvtr. C. Adair is mgr. The National Elvtr. Co. is doing considerable repair work in its elvtr. C. Bruce is the mgr. The Cargill Elvtr. Co. has been doing considerable repair work in its elvtr. Geo. Edwards is mgr. The St. Anthony & Dakota Elvtr. Co. is also doing some repair work in its elvtr. E. Pusher is mgr.—J. H. McCarthy, mgr., Winter-Truesell-Ames Co.

Adams, N. D.—B. Lander, J. H. Lyford, and the writer, have bot the plant of the Atlantic Elvtr. Co. here, and it will now be known as the Adams Grain Co., with the writer as sec'y-treas.-mgr. We will handle grain, coal, flour and feed. We are contemplating installing an elvtr. leg, man-lift, and spouting, and also painting the elvtr. Theodore Ellingsen has succeeded A. M. Heggen as agt. for the Woodworth Elvtr. Co. here.—O. V. Lundberg, Adams Grain Co.

OHIO

Fort Recovery, O.—A Farmers Co-operative Grain Co. is being organized here.

Bucyrus, O.—B. F. Lauck, aged 79 years, a retired grain merchant, died in this city Aug. 8.

Circleville, O.—The Circleville Mfg. Co. is making arrangements to double the size of its plant.

Defiance, O.—Chas. Latchow has resigned as mgr. for the Farmers Co-operative Co., and D. C. Garman, sec'y of the company, has been employed to succeed him.

Mechanicsburg, O.—I have personally purchased the elvtr. of O. H. Clough & Co. in this city, and will take possession Aug. 12.—D. B. Gwinn, Huntington, W. Va.

Hume, O.—The Hume Equitable Elvtr. Co., which was recently incorporated with a capital stock of \$25,000, has elected Chester Peterson temporary pres., and C. F. Bowsher, temporary sec'y.

Haviland, O.—The Haviland Equity Exchange Co. is consolidating with the Tipton Elvtr. Co., of Tipton. The name of the company when the deal is consummated will be the Haviland Elvtr. Co. with the main office in this city. The capitalization is \$50,000.—S. A. Gusler, sec'y-treas.

Fostoria, O.—E. H. Luhring, who has been supt. of our elvtr. for the past 2 years, has gone with the Ansted & Burk Co., of Springfield, to take a similar position with them. His place with us will be filled by Wm. H. Garfield, who was for a number of years with the Cleveland Grain Co. as elvtr. supt. We are building a new side track and installing a corn sheller to enable us to better handle grain from shippers.—Fostoria Storage & Transfer Elvtr. Co., A. T. Ward, pres.-mgr.

Vaughnsville, O.—D. R. Risser, formerly of the firm of Risser & Good, which recently disposed of its business at Jenera, will continue to operate his grain houses at this place, Rushmore and Rimer.

Springfield, O.—E. H. Luhring, formerly supt. of the elvtr. of the Fostoria Storage & Transfer Elvtr. Co. at Fostoria, is now located here where he has a similar position with the Ansted & Burk Co.

Delphos, O.—The Delphos Equity Society has purchased the elvtr. of Allinger & Leilich in this city, and took possession Aug. 19. Perry Heidelbaugh is pres. of the company, and Fred Geise is sec'y-treas.

Piqua, O.—The elvtr. at Lockington sta. (Piqua p. o.), formerly owned by C. N. Adlard, deceased, is now owned and operated by J. M. Adlard. The Fogt Grain & Mill Co. is still operated under that name.—J. M. Adlard.

Tipton, O.—The Tipton Elvtr. Co. is consolidating with the Haviland Equity Exchange Co., of Haviland. The name of the company will be the Haviland Elvtr. Co., and the headquarters will be in Haviland.

Van Wert, O.—The new grain elvtr. of Brandt & Hollerbaugh, which is nearing completion, has a capacity of 60,000 bus. of grain. It is equipped with machinery for drying corn and other grains and has all the latest methods for handling grain.

Jenera, O.—We have sold our elvtr. to the Jenera Co-operative Grain & Supply Co., and gave possession July 8. The price paid was \$9,000. The writer will still continue in his position as cashier of the Farmers Bank here, and our Mr. Risser will operate his houses as in the past, and as yet the partnership has not been dissolved.—A. H. Good.

Wisterman sta. (Continental p. o.), O.—Mrs. Belle Dickey, who operates the elvtr. of the Morrisson & Thompson Co., of Kokomo, Ind., at this station, is probably the only lady grain elvtr. mgr. in the state. Mrs. Dickey is a hustler, and has made good since taking charge, in fact she is more than ordinarily competent in many ways for the position.

Coshocton, O.—Herbert and Rudolph Darling, aged 11 and 12 years, cousins, recently met death by suffocation in a wheat bin at the warehouse of Floyd Moore near here. The 2 boys had gone to the warehouse, where wheat is stored preparatory to being loaded on railway cars, removed their shoes and buried themselves in the grain. Their presence in the bin was not noticed by 2 men who were loading a car with wheat, and without warning the huge spout was opened. Both lads were sucked down the chute, which is 2 feet square at the top and tapers down to 7 inches square at the bottom. The heavy grain closed over them from above shutting out all air from their cramped position. The men were at a loss to understand why the flow of wheat stopped so suddenly, when one of them happened to remember having heard a cry an instant before. They rushed up to the bin where their fears were confirmed by finding the shoes and stockings of the boys. They immediately removed the walls of the chute and the 2 limp bodies of the boys were taken out. One of the boys breathed a few times after being taken out, but the other boy was dead.

CINCINNATI LETTER.

The Bunting & Hill Co. incorporated; capital stock, \$10,000; incorporators, W. A. Bunting, H. H. Hill, James G. Stewart and others; to conduct a hay and grain business.

The writer has acquired the elvtr. property known as the Gale Bros. Co. in this city, which is now being renovated and put in proper shape for the modern handling of grain. When done we will engage in the grain business at this point as well as in Indianapolis and at Louisville.—Bingham-Hewett-Scholl Co., Indianapolis, Ind., Harry H. Bingham, pres.

TOLEDO LETTER.

To avoid congestion of cars the Grain Corporation has asked shippers to stop consignments here. Therefore don't ship any wheat here until further notice.—J. F. Zahm & Co.

W. S. Thompson, who has been with the Henry L. Goemann Grain Co. for a number of years, and more recently with the milling division of the Food Administration in this city, is now traffic mgr. for Southworth & Co. Mr. Thompson succeeds Charles R. Keilholtz, who left with the selectives the middle of August.

Fred Mayer, of J. F. Zahm & Co., was entertained at a dinner party in honor of his 50th birthday, Aug. 17. He was the recipient of a beautiful bouquet of 50 roses during the day in addition to many letters of well wishes from his friends on the Exchange. In the evening he was tendered a dinner at the Boody House by the members of the firm.

OKLAHOMA

Tuttle, Okla.—O. C. Davis is out of business and has no successor.—X.

Nowata, Okla.—I have removed my office from Watova to this place.—A. D. Young.

Supply, Okla.—The L. O. Street Grain Co. has purchased the old elvtr. at this place.

Dewey, Okla.—The mill of the Dewey Mill & Grain Co. has been practically completed.

Grandfield, Okla.—John Brown, formerly in the grain business here, has removed to Vernon, Tex.

Alex, Okla.—C. L. Watson has succeeded Geo. R. Caldwell as mgr. for the Alex Mill & Elvtr. Co.

Skiatook, Okla.—R. J. Greenwood & Co. are equipping their elvtr. with a Hall Signaling Grain Distributor.

Blackwell, Okla.—I have not been in the grain business since March 1. W. B. Geyer succeeded me as mgr. for the Cress Brown Grain Co.—P. B. Loftus.

Darrow, Okla.—I will move to this place about Sept. 1, where I will be in the employ of the Arkansas Mfg. Co.—Ray Bender, Croft.

Hollister, Okla.—G. G. Black has closed his elvtrs. at Carter, Chattanooga and this place because of the scarcity of wheat in the vicinity of the elvtrs.

Mounds, Okla.—We contemplate constructing new siding to our elvtr. at this place, erecting new flour house, and increasing capacity of our elvtr. from 10,000 to 20,000 bus., but are undecided as to the installation of an automatic or track scale.—C. E. McCune, of Arthur & McCune, Tulsa.

Tulsa, Okla.—The elvtr. of the Rea Read Mfg. & Elvtr. Co. at this point burned Aug. 5, with entire loss of building and contents. It is estimated that 50,000 bus. of wheat, 5,000 bus. of oats, and 5,000 bus. of corn were burned. Damage to mill and flour house, from \$13,000 to \$15,000, fully covered by insurance. Salvage company now in charge. The plant will be rebuilt in the near future.—C. E. McCune, of Arthur & McCune.

OREGON

Portland, Ore.—R. S. McCarl, has joined the forces of the Pacific Grain Co. as assistant mgr. in this city.

Kent, Ore.—The elvtr. here is just being completed, altho we have handled 20,000 bus. of grain to date.—Kent Elvtr. Co.

Bourbon sta. (Kent p. o.), Ore.—Farmers are contemplating building an elvtr. at this station next year.—Kent Elvtr. Co., Kent.

Jordan sta. (Tone p. o.), Ore.—The Tum-A-Lum Lbr. Co. is erecting a 120,000 bus. concrete elvtr. at this station with 18 bins, 8 tanks, and 10 overhead and interstee bins. The house is not complete, but has been taking grain some 2 weeks now.—F. M. Smith, supt. of construction.

Portland, Ore.—W. R. Bagot, grain dealer, has entered into an agreement with the commissioners of public docks to put up a 500-bbl. flour mill, which may later be increased to 1,000 bbls., on the new grain terminal property at St. Johns, near the 1,000,000 bu. elvtr. under construction by the commission.

Astoria, Ore.—The Astoria Grain Co. has formally opened its new bulk grain bins of 1,200,000 bus. capacity. These bins are the largest on the Pacific coast and have both rail and water connections. They are built of reinforced concrete, and are fully equipped with workhouse for cleaning and scouring, and apparatus capable of handling 2 full carloads of grain in or out every 15 minutes.

Portland, Ore.—M. H. Houser, second vice-pres. of the Food Administration Grain Corp., has purchased the interests of the Theodore B. Wilcox estate in the Portland Flouring Mills Co. Included in the purchase were the properties of the Portland Flouring Mills Co., the Puget Sound Flour Mills Co., the Puget Sound Warehouse Co., and the Pacific Coast Elvtr. Co. Eleven flour mills, located at Portland and Salem, Ore., Tacoma, Everett, Spokane, Lind, Harrington, Odessa, Dayton, Prescott, and Walla Walla, Wash., are included in the deal, their combined daily capacity being 11,000 bbls. The warehouses and elvtrs. acquired by the purchase number about 300, and have a storage capacity of 12,000,000 bus. Mr. Houser will take no interest in the management of the business while occupying the position of vice-pres. of the Food Administration Grain Corporation, and he has arranged to have all net profits due on the holdings over and above 6% to be set aside for distribution to the Red Cross and other recognized war charity organizations.

PENNSYLVANIA

Philadelphia, Pa.—S. Smedley & Son, of Glassboro, N. J., have applied for membership in the Commercial Exchange.

Pittsburgh, Pa.—Joseph C. Faloon has succeeded George C. Morris as grain inspector in the local exchange, the latter having accepted a similar position with the government.

Philadelphia, Pa.—Harry S. Cicard and Benjamin Dunner have taken over the Quaker City Grain Co., Samuel Coane having retired. Business will be continued under the old firm name.

York, Pa.—Philip A. Small, of P. A. & S. Small, millers and grain dealers in this city, and a member of the Baltimore Chamber of Commerce died suddenly Aug. 16 at his home near here, aged 52 years.

Red Lion, Pa.—The grain elvtr. which we bot from E. E. Tyson recently, has a capacity of 5,000 bus. and the coal elvtr. has a capacity of 1,000 tons. Neal Dougherty is pres. of our company, S. S. Lancs, sec'y, and D. A. Miller, treas-mgr.—Farmers Co-operative Ass'n.

Pittsburgh, Pa.—Daniel V. Heck, formerly of Hardman & Heck, is now first lieutenant, Q. M. C. situated at Camp Pike, Ark. His many friends in the trade will be pleased to know that he is helping Uncle Sam to provide the essentials for winning the war.

SOUTH DAKOTA

Lake City, S. D.—Ole Magenton is the new grain buyer for the John Hokanson Grain Co.

Eden, S. D.—P. C. Palmer, of Lake City, is the new mgr. for the Osborn McMillan Co. at this point.

Plankinton, S. D.—Carl Furchner is installing a new cleaner in his elvtr.—Farmers Elvtr. Co.

Chelsea, S. D.—I am a new man with the undersigned company.—Edw. Battan, Security Elvtr. Co.

Tripp, S. D.—John Guthmiller, who sold his elvtr. at Leota a short time ago, has removed to this place.

Miller, S. D.—Chas. Thomson is mgr. for the Equity Union Exchange.—A. E. Conner, agt., Geo. P. Sexauer & Son.

Sioux Falls, S. D.—The South Dakota Farmers Grain Dealers Ass'n will hold its annual meeting at this city Dec. 10 to 12.

Gregory, S. D.—We have rebuilt our coal sheds and made additional room.—Gregory Farmers Elvtr. Co., H. V. McFayden, mgr.

Yankton, S. D.—The Farmers Union Co-operative Ass'n has purchased the elvtr. of L. J. Mullaney, which is located on the C. & N. W. Ry. here.

Leola, S. D.—The Eagle Roller Mills Co. is making repairs in its elvtr. here. Ray Sutherland has succeeded Hy Nagel as mgr.—Henry Rimer.

Presho, S. D.—The Farmers Union, which has leased the elvtr. of A. L. Farhenwald, has also bot the elvtr. formerly owned by the Farmers Elvtr. Co.

Raymond, S. D.—The Co-operative Elvtr. Co., of Raymond incorporated; capital stock, \$50,000; incorporators, C. M. Bell, Lee Baldwin and E. Graves.

White Butte, S. D.—The White Butte Equity Exchange incorporated; capital stock, \$25,000; incorporators, John Afflock, Mike Meil, and D. J. Dunet.

Hecla, S. D.—We have installed a lighting system in our elvtr., and keep the whole plant lighted at night as well as day.—Hecla Co-operative Elvtr. Co.

Mitchell, S. D.—A. A. Truax, of this city, is now the sole owner of the Mt. Vernon Mill & Elvtr. Co., having purchased the other interests of the company.

Kimball, S. D.—The Farmers Co-operative Union of Kimball incorporated; capital stock, \$50,000; incorporators, Charles Stephen, John Wellert, and DeWitt Croft.

Bruce, S. D.—The Farmers Elvtr. Co. traded houses with Paul Walters. The company tore down the Walters house and is erecting a new building on that site.—X.

Iroquois, S. D.—The elvtrs. of the Farmers Elvtr. Co., C. W. Stoner, and Theophilus Bros. have installed electric motors and hereafter will be operated electrically.

Ward, S. D.—O. Wouist has succeeded A. M. Johnson as mgr. for the Davenport Elvtr. Co. at this place, Mr. Johnson having been transferred to West Bend, Ia., by the company.

Worthing, S. D.—A Farmers Elvtr. Co. has been organized at this place with a capital stock of \$25,000. The new company has purchased the elvtr. of the South Dakota Grain Co.

Lebanon, S. D.—The Lebanon Equity Exchange has started to operate the elvtr., which they purchased a short time ago from C. E. Bjornson. C. F. Bohn is agt. at the plant.

Brookings, S. D.—Geo. P. Sexauer & Son have put in a new cleaner, and otherwise made extensive improvements in their plant. The writer is the new agt. for G. W. Van Dusen & Co.—F. W. Case.

Bradley, S. D.—The elvtr. of Underhill & Ronning has been sold to R. A. Gates, J. W. Scott, and R. W. and J. M. Johnson. It will be operated under the name of the Gates & Scott Co.

Chancellor, S. D.—A. A. Schroeder is pres. of the Co-operative Co., which was recently organized here, and A. A. Erickson, of Lennox, is sec'y. The new company will build as soon as a site can be secured.

Wentworth, S. D.—The Wentworth Farmers Elvtr. Co. is doing some repairing in its elvtr. Mr. Schultz is the buyer for the Erling Bros. Grain Co. here.—Theo. C. Giesen, mgr., Wentworth Farmers Elvtr. Co.

Naples, S. D.—We purchased the elvtr. of W. I. Thompson and have installed a large engine and cleaner. We will use the elvtr. for a wheat and flax house. We also tore down 80 feet of our old flat house, and built a 48-foot coal bin.—Farmers Elvtr. Co., M. S. Reaney, mgr.

The GRAIN DEALERS JOURNAL.

Summit, S. D.—The elvtr. of the Miller Elvtr. Co. has been purchased by John Froke and Ole Dingsor, who will make numerous improvements in the plant. The new owners will buy grain under the firm name of Froke & Dingsor.

White Rock, S. D.—Have purchased the elvtr. of S. E. Oscarson at this station. Do not intend to handle grain this year, so have rented the elvtr. to B. A. Knutson of this place, who now has it open and ready for business.—Emil Iverson.

Fonda, S. D.—The Farmers Grain Co. got the elvtr. of the Atlantic Elvtr. Co. at this place last June, and have built an office between the engine room and the elvtr. We have installed a cleaner and a hopper scale, and are installing a small electric light plant with storage batteries.—O. A. Burgeson, mgr.

Huron, S. D.—The Farmers Managers Ass'n of South Dakota has been organized with I. S. Henjum, Hartford, pres.; H. H. Sand, Aberdeen, vice-pres.; Chas. H. Eyler, Sioux Falls, sec'y-treas.; and Henjum, Sand, T. C. Torberson, Beresford; G. A. Buss, Rockham; M. R. Otter, Garden City; J. C. Faust, Parkston, and L. A. Myre, Watauga, directors. Annual meetings will be held the second Thursday in July each year. The membership fee is \$3 and the annual dues are \$3.

Aberdeen, S. D.—Contract has been let by the Freeman-Bain Co. for the construction of a grain elvtr. to replace the one which burned last winter. The elvtr. will consist of 6 steel tanks, 12½ feet in diameter and 20 feet high, which are to be supplemented by additional tanks later. The ground floor will be equipped with automatic scales, grain cleaners, corn sheller, feed grinder, and blending machinery. The elvtr. will also have a warehouse with a capacity of 5,000 bags of seed, besides feed and poultry supplies.

SOUTHEAST

Dublin, Ga.—The Farmers Union is contemplating erecting an elvtr. to cost \$7,500.

Alexandria, Va.—The Alexandria Hay & Grain Co., of which W. S. Hoge, of Washington, D. C., is pres., and which recently located here, has completed its new building.

Eufaula, Ala.—A 5-bin grain elvtr., with a capacity of 50,000 bus., is being built in this city. The elvtr. is owned by the Eufaula Grain & Elvtr. Co., of which W. L. Wild is pres., and Robert Mouthrop is sec'y-treas.

Lynchburg, Va.—Owing to the fact that McHenry Peters, owner and mgr. of this firm, has volunteered for service in the U. S. army, and will enter the officers' training school at Camp Lee, Va., the middle of August, we will close our office and discontinue business at that time, for the duration of the war.—McHenry Peters Co.

Sanford, Fla.—J. J. Gates has disposed of his grocery business, formerly the Sanford Flour and Feed Co., to his wife, and this part of the business will hereafter be operated under the name of Mrs. G. C. Gates. Mr. Gates has purchased the interest of F. F. Dutton, formerly the F. F. Dutton Crate Co., and hereafter this business, including the feed, hay, grain and fertilizer business will be operated by Mr. Gates at the old location.

TENNESSEE

Memphis, Tenn.—F. O. Balch, pres. of the International Rice Mill Co., of Eagle Lake, has purchased the mill, elvtr., and warehouse of Webb & Maury in this city for approximately \$70,000. Mr. Balch is now located here.

TEXAS

Vernon, Tex.—John Brown, formerly in the grain business in Grandfield, Okla., has removed to this place.

Beaumont, Tex.—The officers of the Beaumont Grain Co. are J. S. Gordon, Max Maloch, and R. Hopes.—X.

Marshall, Tex.—The Marshall Mill & Elvtr. Co. is increasing its capital stock from \$80,000 to \$125,000.

Humble, Tex.—The plant of the Smith Grain Co. was destroyed by fire a short time ago. The plant contained a quantity of hay and cottonseed hulls.

Eagle Lake, Tex.—F. O. Balch, pres. of the International Rice Mill Co. of this city, has purchased the plant of Webb & Maury in Memphis, Tenn., and will remove to that city.

Denton, Tex.—Extensive repairs and additions are being made to the plant of the Alliance Mfg. Co. at a cost of \$50,000. The changes are expected to be completed by Sept. 1.

McKinney, Tex.—Fred Bearden has removed to Denver, Colo., where he will have charge of the grain office just opened up in that city by the Browne Grain Co., of this city.

Midlothian, Tex.—The grain elvtr. and flour mill of the Midlothian Mfg. Co., which was burned a few weeks ago, will be rebuilt as soon as the site can be cleared of the damaged grain and wreckage. The new structure will be of brick and concrete, with steel storage tanks, and the mill will have a capacity of 500 bbls. per day.

FORT WORTH LETTER.

Carl D. Ferguson, assistant mgr. of the local office of the J. Rosenbaum Grain Co. for over a year, has resigned his position.

Clarence Robinson, assistant chief grain inspector of Galveston, has removed to this city to become assistant chief grain inspector to his father, J. E. Robinson, on the Grain & Cotton Exchange.

W. W. Manning, pres. of the Terminal Grain Co., has been appointed a member of the grain inspection supervision com'ite of the Grain & Cotton Exchange to fill a vacancy caused by the death of T. G. Moore. Harold A. Merrill, mgr. for the J. Rosenbaum Grain Co., has been appointed chairman of this com'ite.

The license of the Union Grain Co. has been revoked by the U. S. Food Administration because of the failure of the company to make adjustment in accordance with the directions of the Texas Federal Food Administration with the Kemper Mill & Elvtr. Co. of Kansas City, Mo., for 4 cars of corn, which the latter company handled for the firm.

The receivership suit of the Elwood Grain Co. against the Walker Grain Co. was dismissed recently when the presiding judge ruled that he would not appoint a receiver for a going concern. The Elwood Grain Co.'s suit against the Walker Grain Co. for \$53,000 damages is not affected by the dismissal of the receivership suit.

G. C. Henderson, formerly traveling representative in Texas for the Kemper Mill & Elvtr. Co. has succeeded Chas. W. Avery as mgr. of the local office of the company, Mr. Avery having returned to Kansas City, where he will be connected with the same firm. Mr. Henderson was recently elected to membership in the Grain & Cotton Exchange.

UTAH

Ogden, Utah.—We have leased our mill to the Albers Bros. Mfg. Co. of Portland, Ore., and are therefore not operating same.—Utah Cereal Food Co.

WASHINGTON

Diamond, Wash.—The Diamond Elvtr. Co. incorporated; capital stock, \$20,000; W. M. Stipe is sec'y of the company.

Lone Pine sta. (Tekoa p. o.), Wash.—The Tekoa Grain Co., formerly the Farmers Union Mill & Grain Co., has built an elvtr. of 50,000 bus. capacity at this station.—X.

Endicott, Wash.—The elvtr. of the Pacific Grain Co. at this place has been leased by the Farmers Union Elvtr. Co.

Wilbur, Wash.—The Columbia River Mfg. Co. is making improvements in its mill at this place, which will increase the capacity to 700 bbls. daily.

Waukon, Wash.—The Farmers Grain & Produce Co. has built an addition to its elvtr. and remodeled the building. New machinery has also been installed.

Reardan, Wash.—The Gravelle Farmers Elvtr. Co. incorporated; capital stock, \$20,000; incorporators, G. M. Hein, G. C. Michel, Casper Welstadt, and others.

Hartline, Wash.—The Hartline Grain & Mfg. Co., which was purchased recently by A. Alexander & Co., has resumed operations after a shutdown of 2 months.

Seattle, Wash.—The grain com'ite of the Merchants Exchange has voted that 6c a bag be allowed for bad-order sacks, and that 18c per bag be deducted for resacking.

Tekoa, Wash.—The Farmers Union Mill & Grain Co., now the Tekoa Grain Co., has built an elvtr. at this place with a capacity of 75,000 bus. It is located on the O. W. R. & N. Co. R. R.—X.

Prosser, Wash.—We have opened an office and have a warehouse under construction at this place. We also have warehouses at Kiona and Erie. The central warehouse is at Kennewick.—Empire Grain Co.

Spokane, Wash.—The Balfour-Greely Grain Co., with offices in this city, Lewiston and Fort Benton, Mont., has completed arrangements to open an office in Seattle, about Aug. 15. Walter Hyde will be in charge.

Toppenish, Wash.—The Toppenish Cooperative Elvtr. Co. has been incorporated; incorporators, T. W. Everalt, William Luckhart, H. C. Ham, and others. The company has been organized to encourage better and more economical farming and the elvtr. will be built here, and the main office located here.

Seattle, Wash.—The Balfour-Greely Grain Co., which has offices in Spokane, Lewiston and Fort Benton, Mont., will open an office in this city about Aug. 15. Walter Hyde, formerly state grain inspector of the State of Washington, and connected also at one time with the Tri-State Terminal Co. as Portland mgr., and more recently identified with the Globe Grain & Mfg. Co. in this city, will have charge of the office.

Seattle, Wash.—R. S. McCarl has joined the forces of the Pacific Grain Co. as assistant mgr. Two years ago Mr. McCarl organized the firm of R. S. McCarl & Co., which did a flourishing business. Some time ago, however, he received a very tempting offer from Sherman C. Draper, of the Pacific Grain Co., to come into that firm, and Mr. McCarl finally decided to give up his business and accept the above mentioned responsible position.

Wilbur, Wash.—A number of grain buyers and millers of Lincoln County met at this place recently for the purpose of forming an organization and to discuss the prices to be paid for wheat this year. A permanent organization known as the Big Bend Millers & Grain Dealers Ass'n was formed, with A. M. Applegate, pres., and Charles Huffman, sec'y. Basing their prices on federal rates it was decided to pay \$2 per bu. for No. 1 hard white bulk grain, and \$2.09 for sacked grain. Grain that grades No. 2 will be 3 cents less, and No. 3 will bring 7 cents less than first grade wheat. This provides a charge of 20 cents a bu. and of this amount 13 cents represents freight charges to the coast.

WISCONSIN

Janesville, Wis.—The Capital stock of the Blodgett-Holmes Mfg. Co. has been increased from \$200,000 to \$275,000.

Wausau, Wis.—The Cereal Mills Co. is erecting a new fireproof warehouse, 65x80 feet, and 2 stories high, at a cost of \$12,000.

Barton, Wis.—W. F. Gadow, proprietor of the Barton Roller Mills, as well as a 10,000 bu. elev., has let contract for the construction of a new concrete mill dam, 140 feet long and 11 feet high.

Hartford, Wis.—The former malting plant of Konrad Bros. & Werner, which included an elev., and which has been idle for more than 2 years, has been taken over by the Hartford Canning Co., which lost its large plant by fire a short time ago.

MILWAUKEE LETTER.

I am now located in this city and am with the P. C. Kamm Co. I have charge of their transfer elev. here.—W. M. Rusk.

Harry T. Bickell has been elected vice-pres. and mgr. in this city, of the Flanley Grain Co., of Sioux City, Ia.

WYOMING

Glendo, Wyo.—Work is about to commence on an elev. for this place, to be erected by the business men and ranchers of the vicinity. The site chosen is on the Burlington right of way.

THE SUBSTITUTION of other cereals for wheat is being continued as before, but J. J. Stream, chairman of the coarse grain division of the Food Administration, states that changes are under consideration.

OPPOSITION to the proposal of the Dep't of Commerce for a National Trade Mark has been made by 2 ass'n's that include in their membership probably a majority of the American houses known in the world's markets, and in a recent bulletin the Dep't states that apparently the opposition comes from owners of trademarks which, by reason of heavy advertising and high standards of merchandise, have become favorably known and sought after in foreign markets. The owners of these trade-marks do not look with favor upon a proposal to create a trade-mark which will be owned, protected, and advertised throughout the world, and which can be used by their domestic competitors to accomplish what they have accomplished only after years of earnest effort and at considerable expense.

An Improved Grain Drier.

A great improvement in grain driers has recently been perfected by the invention of an intermittent feed discharge which does away with the constant attention of the operator and permits the free motion of the grain thru the drier.

The new feed discharge also does away with the clogging of openings at the bottom which are usually small and easily plugged up with straws and sticks, thereby stopping the flow of grain in that part of the drier, which means overdried grain and a reduction in capacity.

The first drier to be equipped with the improved intermittent discharge is the Morris Drier, made by the Strong-Scott Mfg. Co., and shown in the engraving. This feed mechanism provides for gates opening under each row of ducts. These gates open the full width at each stroke of the intermittent feed. This full opening of the gates allows the grain to move down uniformly thru every portion of the drier and cooler and the wide gate opening absolutely prevents clogging, but more especially causes the grain to loosen up and fall in a shower instead of moving down in the usual compact mass. None of the grain remains in one position long enough for the hot air currents to overheat or parch it and the grain coming from this drier has the appearance of natural dried grain and will not break up in handling as grain dried in the old systems is apt to do.

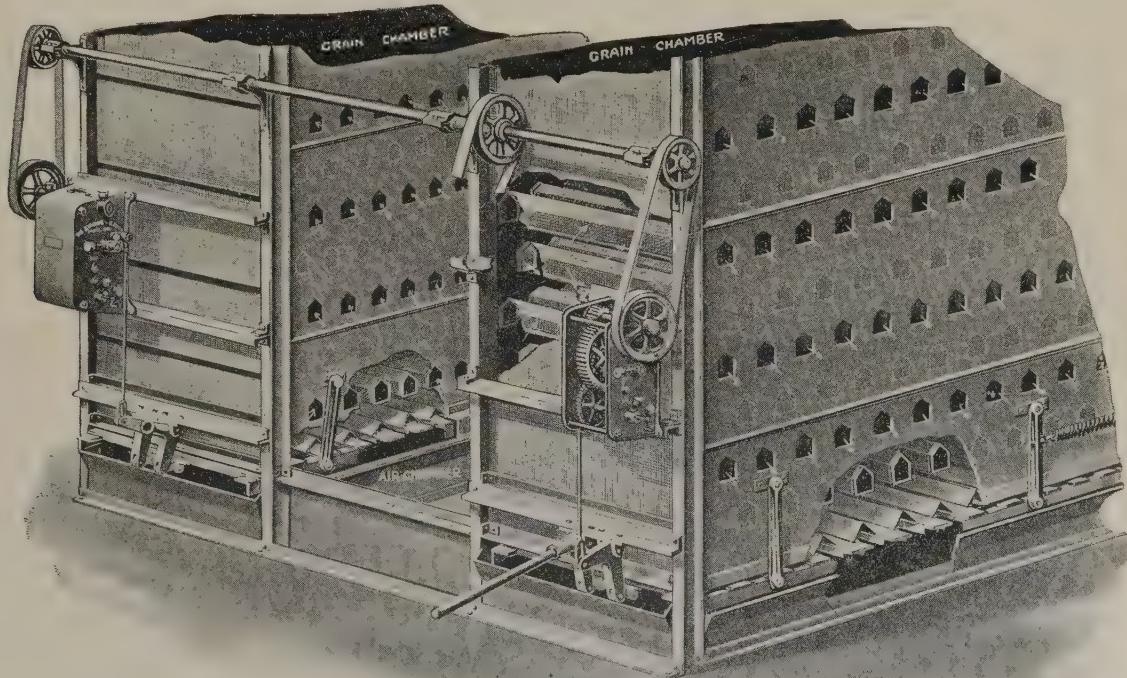
The gates are operated from an automatic mechanism driven from the fan shaft. The working of this mechanism is intermittent and can be set so as to open the gates every few seconds where small moisture extraction is wanted, or every three or four minutes where larger quantities of moisture are to be removed. This assures an automatic drier, requiring no attention when once started. It will never clog and will always dry uniformly.

The Morris Drier, to which this improvement has been applied, is well known to grain dealers for its uniform

work. It uses fresh, clean air for both drying and cooling, and is said not to break or crack the grain. Additional information will be furnished Journal readers on application to the manufacturers.

THE CANADIAN COUNCIL of Agriculture is in favor of a fixed price on oats and barley. Hon. Geo. Langley, of the Council, says "If there is only a maximum price, the farmers are at a disability, for what good is a maximum price unless there is someone to pay it?" He stated that the council was unanimously in favor of 90 cents a bushel for No. 2 C. W. oats as a fixed price, but stated that he was only speaking for the west as Ontario had not been represented at the conference, but telegraphed that they were strongly opposed to any fixing of prices. Mr. Langley stated that he would rather see a body of Canadian gentlemen controlling the wheat industry of their country than the Wheat Export Co.

RYE FLOUR is not to be used as a substitute for wheat, says the Food Administration. Bakers have been notified that they may use 5 per cent Rye Flour out of the 25 per cent substitutes which they have been using. This ruling of the local board has been issued in answer to the report from New York, issued yesterday, that bakers could use Rye Flour as a Wheat substitute to the full 25 per cent. to license the exportation to Canada of small quantities of sugar, wheat, and wheat products involved in retail border traffic. Collectors of customs are still authorized to license, in their discretion, for export to Canada, small quantities of foodstuffs and feedstuffs other than those specified above when such exportation involves merely border traffic on a small scale by persons living near the border, such as that arising out of customary retail purchases for their own needs. Hereafter no shipments of sugar, wheat, and products of wheat, no matter in what quantity, may be exported to Canada without the issuance of an individual export license by the War Trade Board.



Improved Intermittent Feed Discharge of Morris Grain Drier.

The GRAIN DEALERS JOURNAL.

Grain Carriers

RAILROADS have received 10,694 new cars since Jan. 1 for the coal traffic.

OUR SIDINGS are full of empty cars.—C. P. Smith, agt. Great Western Grain Co., Marietta, Minn.

ABOUT 60,000 box cars, which are practically worn out, will be discarded by the railroad administration.

CHICAGO and Milwaukee are making heavy shipments of wheat by lake to Buffalo at 3½ cents per bu.

ALL BUT THREE grain elevators in Johnson County, Indiana, were closed recently on account of the car shortage.

THE RATE on grain for export from St. Louis to New Orleans and Mobile was advanced from 15 to 16.5 cents Aug. 10.

AS A TERMINAL for the barge canal the government has leased of the Erie Railroad Co., Pier 7, East River, New York.

THE RAILROAD administration has rescinded its order that the issuance of thru export Bs/L be discontinued Sept. 30.

PUBLICATION of the list showing rates on grain, feed and flour from Ohio and Mississippi gateways to southeastern and Carolina points will be resumed by Geo. W. Sloan, chief rate clerk of the N. C. & St. L. R. R. Co., at Nashville, Tenn. It was formerly gotten out by M. P. Washburn.

THE PRIVATE CAR CASE, which has been under advisement by the Interstate Commerce Commission for 6 years past, was decided Aug. 22. No additional charge will be permitted for freight carried in private cars except where the ordinary rate is based on transportation in another type of car cheaper to operate.

THE GREAT NORTHERN RY. CO. has been denied a new trial by the Supreme Court of Minnesota in the suit won by the National Elevator Co. of Minneapolis for the value of 3,926 lbs. of rye lost in transit and the \$25 penalty. Sixty pounds was deducted by the court, but three pounds for the sample taken by the state was ignored.

CARTER COUNTY, Montana, 60 miles from a railroad, has a bumper crop of grain but no method of hauling it to market except by team, and this would prevent growers from preparing their land for another crop. The Montana Railroad Commission has recommended to Director General McAdoo the establishment of a motor truck route to solve the transportation difficulties of the district.

AMONG THE SUBJECTS to come before the summer meeting of the National Industrial Traffic League at Buffalo Aug. 29 and 30 are the proposed restoration of the average agreement rule, the notation required on Bs/L furnished by shippers after Aug. 17, refusal of carriers to sign Bs/L with notation "Special damages will result from unreasonable delay," and report of the special com'ite on railroad leases and side track agreements.

EVANSVILLE, IND.—Elevator owners and grain men along the Ohio valley are interested in the project of the federal government to install a government line of barges between Evansville and Cairo, Ill., in order to relieve freight congestion on the railroads. A government agent was here a few days ago to get data from grain men and other shippers on the

amount of tonnage they have for steam-boats and barges on the Ohio river in the course of a year.—C.

REPARATION was awarded the Ansted & Burk Co., of Springfield, O., in its complaint before the Interstate Commerce Commission against the C. C. C. & St. L. Ry. Co., the Commission holding that the rates charged on certain carlot shipments of wheat from various points in Ohio, Indiana, Missouri, Kansas, Nebraska and Oklahoma to Springfield, there stored and in March, 1915, reshipped to New York for export, were unreasonable. The complainant is requested to prepare a statement from which the amount of the reparation can be determined.

A CONFERENCE was held at Chicago Aug. 20 and 21 at the call of A. C. Johnson, chairman of the western freight traffic com'ite, of representatives of the Minneapolis, Milwaukee, Omaha, Sioux City and Chicago grain markets to consider the petition of the Minneapolis dealers for transit privileges and for lower rates thru Minneapolis, on grain from points west and south. The meetings were well attended by grain men and millers from these and other markets and the entire western grain rate situation was considered. Recommendations will be made to Edward Chambers, director of transportation for the railroad administration, and it is thought likely that Minneapolis will be granted transit privileges.

OBJECTION to the form of contract between the Railroad Administration and the railways developed at a recent conference in Washington which took the form of a hearing before the Interstate Commerce Commission. Both the Railway Executives Advisory Com'ite and representatives of the National Ass'n of Owners of Railway Securities took part in the hearing, and they, together with representatives of trust companies, savings banks and insurance companies made arguments against the terms of the proposed contract. It was claimed that certain provisions of the contract would permit the Director General to charge the railroads with maintenance expenses greatly in excess of amounts normally charged for that purpose, and that this would enable the Railroad Administration to take away the income of a road to an extent that might result in bankruptcy. The Commission has taken the protests under advisement.

THE DEPARTMENT of Agricultural Extension of Purdue University, co-operating with the Indiana com'ite on Food Production and Conservation, and with the support of the Indiana State Council of National Defense, is engaged in a very vigorous wheat campaign. The Department has just published a bulletin, "Maintain the Wheat Acreage and Increase the Yield for 1919." This is most excellent, and gives many reasons why an attempt should be made to both maintain wheat areas and at the same time get larger crops on every acre tilled. The vital necessity of the proper use of fertilizer is well brought out in this bulletin. Letters from R. A. Pearson, Assistant Sec'y of the U. S. Department of Agriculture; from James P. Goodrich, Governor of Indiana; from Warren T. McCray, Chairman of the Food Production Committee of Indiana, and from Professor G. I. Christie, head of the Extension Department of the State of Indiana, all touch on this point.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com's'n the carriers have made the following changes in rates:

Can. Pac. in E-3225 quotes rates on wheat, oats, rye and barley from Fort William, Ont., to Boston, Mass., effective Aug. 27.

C., R. I. & P. in sup. 35 to 16145-C quotes rates on grain and grain products from Kansas and Nebraska to stations on the Frisco in Kansas and Missouri, effective Sept. 1.

C., R. I. & P. in sup. 29 to 10389-D quotes rates on grain and grain products between St. Louis, and Hannibal, Mo., and stations in Iowa, Illinois, Missouri and South Dakota, effective Sept. 1.

C., R. I. & P. in sup. 67 to 28675-B quotes rates on grain and grain products between Chicago, Council Bluffs, Kansas City, Omaha and Minneapolis, and stations in Kansas, Colorado, Oklahoma and Nebraska, effective Sept. 1.

Santa Fe in sup. 61 to 5588-J quotes rates on grain and grain products between stations in Colorado, Kansas, Superior, Neb., Missouri and Oklahoma, and Chicago, Mississippi and Missouri River points, effective Sept. 1.

Government Shipments Defined.

General Order No. 28, issued by Director General McAdoo of the Railroad Administration and effective Aug. 15, gives specific directions as to the method of making shipments intended for the use of any of the government dep'ts in order that such shipments may receive any privileges to which they are entitled.

In general the order provides that certain definite forms be followed in designating the consignee for whom the shipment is intended and it is forbidden: In consigning a shipment to use the words, "United States Government" or substantially that term, or abbreviations thereof, as the sole description of the consignee; to consign a shipment to and in the name of the United States Government followed by words indicating that it is sent "care of" a private person, firm or corporation; to consign a shipment to a Government official or to an officer of the Army or Navy by his name as an individual; to consign a shipment to a Government official or to an officer of the Army or Navy followed by words indicating that it is sent "care of" a private person, firm or corporation.

Agents are forbidden to sign or issue Bs/L or receipts for shipments which in any manner conflict with any of the foregoing provisions.

FLOUR EXPORTS have not been completely shut off by the Food Administration. For the week ending Aug. 17 the shipments included 3,580,000 bus. classed as wheat, but of which 1,931,000 bus. was in the form of flour.

THE "MOTOCULTEUR" is described by Victor Fremier in Le Genie Rural, Paris, France, and takes the place of the plow. It produces a uniform tilth over all the layer worked in a single trip in widths of 59 to 71 inches, and 3 to 12 inches deep. Digging 5 to 7 inches deep it will work 4,800 square yards in an hour; or 6½ acres of average work per hour. The machine is built by the "Societe la Motoculture Francaise."

Supply Trade

CHICAGO, ILL.—The C. & N. W. railway Armour Elevator has equipped its 24 Power Shovels with Durable Wire Rope.

THE PRODUCTION of cement will be curtailed by the order of the Fuel Administrator, cutting down the allotment of coal to cement mills 25%.

R. L. BOYER, formerly with the Bureau of Standards, has joined the organization of E. & T. Fairbanks & Co., scale manufacturers of St. Johnsbury, Vermont.

THE CHICAGO PNEUMATIC TOOL Co. announces the appointment of C. W. Cross as special representative for the sale of pneumatic tools to railroads, vice L. C. Sprague, promoted to be district manager of sales for the company at New York.

THE WALTER A. ZELNICKER SUPPLY Co. recently secured the services of Merle G. Peterson, who is now connected with the company's Chicago sales force. Mr. Peterson was formerly associated with the Niles-Bement-Pond Co. and Pratt & Whitney Co. His father, Carl Peterson, is western representative of Baldwin Locomotive Works.

THE PROTECTION of metal buildings is the most difficult problem for an owner and for the paint manufacturer. Weather and wear, particularly gases and alkali attacks, destroy the paint and attack the metal. No paint resists all of these attacks as well as Dixon's Silica-Graphite

which has proved equal to every test. One instance recently reported showed iron to be in better condition after ten years than before this paint was used.

ONE OF THE JOURNAL readers at Hagerstown, Ind., Mr. H. C. Teetor, has joined the Emergency Fleet Corporation as Shipyards Inspector. The Government is reaching out in all directions for capable men and Mr. Teetor's experience as a contracting millwright is valuable now with ships being launched at the rate of four a day.

AN ORDER by the Government restricting the weight of paper stock that may be used by newspapers and periodicals is of general interest. It requires every publisher to reduce by 15 per cent the amount of paper consumed. It is understood that the War Industries Board proposes to effect a like saving in the paper used by state and federal governments, by public schools and other large consumers. These orders are given so as to conserve fuel, freight and labor, to be diverted from the paper making and paper using industries into war necessities.

IN A BULLETIN recently issued the Conservation Commission of the War Industries Board state very clearly that their former suggestion to business men to save on paper and printing had no reference whatever to trade journal advertising. To use their own words: "The suggestion contained in Bulletin No. 2 as to reduction in advertising expense, had particular reference to so-called selling helps, posters, transparencies, signs, envelope slips, mailing cards, etc. IT DID NOT REFER TO ADVERTISING IN PERIODICALS. Trade papers have already demonstrated that they play an important part in encouraging right thinking about

the war, in fostering patriotic support of Liberty Loans and in promoting and extending American business interests. Such advertising as you are doing in business publications should be continued and encouraged."

WASHINGTON, D. C.—Chairman Baruch of the War Industries Board has declared that the country must prepare to deprive itself of all non-essential manufactures. This is necessary, he points out, if the available man power, raw materials and other manufacturing factors are to be diverted to war production.

HAVING regulated our rising and eating, the Government is now preparing to take a shot at our sleeping. The War Industries Board has decided that entirely too much steel is used in the manufacture of beds and is preparing regulations to cover the point.

NOTHING at any time has done so much to emphasize the value of advertising as the persistent and urgent requirements of the war. Every day finds some new use, with advertising space used to aid recruiting, sell Liberty bonds, and prepare people for new duties and responsibilities. Crop production in all lines has been stimulated together with ship-building and war industries, the advertising appeal furnishing the quickest and surest way to public intelligence. No one can ever say after the present country-wide experience that the right kind of advertising does not pay. It has proved itself equal to the most immediate demands and has been influential in educating millions of people along national and patriotic lines.

COTTON GRAIN BAGS are said to be selling as high as 70 to 75 cents.

HESS GRAIN DRIERS

Ten sizes—all capacities.

Continuous and batch discharge.

Dry anything granular; grain, seed,
peas, beans, cotton seed, etc.

New Booklet ready.

**HESS WARMING & VENTILATING CO.
907 Tacoma Bldg., Chicago, Illinois**

For steam heat only (see Fuel Administration's ruling on fire heated driers)

Shortage of skilled labor, and restrictions in the use of steel suggest early purchases

Supreme Court Decisions

Market Value.—Testimony that, at time of seller's breach of contract of sale of hay, it was not worth more than contract price on the market at the place for delivery and in other cities, was competent on market value.—Westbrook Grain & Milling Co. v. Johnson. Supreme Court of Arkansas. 203 S. W. 1032.

Acceptance of Sale.—A contract for the sale of rice, signed by the seller, and sent by him to the buyer, does not constitute a contract of sale, where not signed by the buyer before the seller's offer is withdrawn.—Lipschitz v. W. R. Grace & Co. Supreme Court of New York. 171 N. Y. Supp. 330.

Damages for Carrier's Delay.—The ordinary measure of general damage applicable to a loss due to carrier's failure to deliver with reasonable dispatch is the difference in the market value between the time of arrival and the time when the goods should have arrived.—Steinberg v. Erie R. R. Co. Supreme Court of New York. 170 N. Y. Supp. 893.

Landlord's Lien and Chattel Mortgage.—Where chattel mortgage is executed upon future crops, and mortgagor subsequently sold land, remaining in possession as tenant under agreement to give landlord a share of the crops as rent, the landlord's lien for rent is prior to mortgagee's lien; the mortgage becoming effective upon growing of crop, but only as to mortgagor's interest therein.—G. M. Carlton Bros. & Co. v. Hoppe. Court of Civil Appeals of Texas. 204 S. W. 248.

Taxation of Mutual Insurance Companies.—Pub. Laws 1912, c. 784, § 5, amending chapter 789, § 39, by imposing a tax on the intangible personality of mutual insurance or surety companies, and exempting therefrom stock insurance companies which pay a tax upon premiums, does not violate Const. U. S. Amend. 14, as to equal protection of the laws, since there is a valid distinction between the methods of doing business followed by the two classes of surety and insurance companies.—Manufacturers Mut. Fire Ins. Co. v. Clarke. Supreme Court of Rhode Island. 103 Atl. 931.

Shipper Can Make Interstate Movement two Intrastate Shipments for Lower Rate.—Whether a given transportation is interstate or intrastate must be determined by the essential character of the commerce, and an interstate character cannot be evaded by the mere device of billing to an intermediate point and then rebilling from that point; but a new shipment by a consignee of an interstate shipment in the cars in which received to other points of destination does not necessarily establish continuity of movement, nor prevent a reshipment to a point within the same state from having an independent and intrastate character.—Settle v. B. & O. S. W. R. R. Co. U. S. Circuit Court of Appeals. 249 Fed. 913.

Damages for Breach of Contract.—In view of the Sales Act May 19, 1915 (P. L. 543) § 67, providing that where the seller has wrongfully refused to deliver the goods and there is an available market for the goods the measure of damages, in the absence of special circumstances, is the difference between the contract price and the market price at the time when they should have been delivered, or, if no time was fixed, at the time of the refusal to deliver, the buyer, in a case where the market value of cotton sold was based upon the market value in New York City, less cost of transportation thereto, might prove the value of the goods by proving the value in New York, deducting the cost of transportation from point of shipment.—N. P. Sloan Corp. v. Linton. Supreme Court of Pennsylvania. 103 Atl. 1014.

No Elevation Allowance after Cancellation of Tariff.—Elevator facilities furnished a railroad company in connection with the transportation of grain are, in view of the Hepburn amendment, within the provisions of the act to regulate commerce, and, unless allowances therefor by the railroad company were covered by published and filed rate schedules, such amounts could not be legally collected by the elevator company; hence, after the cancellation of tariff schedules providing for the allowances, the elevator company cannot recover for such services thereafter rendered.—Omaha Elevator Co. v. Union Pacific Ry. Co. U. S. Circuit Court of Appeals. 249 Fed. 826.

Time for Delivery.—In an action for damages for the breach of a contract for the purchase and sale of 5,000 bushels of wheat, which contract provides for shipment during August, it appeared that the seller loaded said wheat upon cars and procured Bs/L therefor during the last days of July; such Bs/L were tendered to the purchaser on August 5th, together with draft for the purchase price. The purchaser refused to accept such Bs/L or pay such draft for the reason that such Bs/L were issued in July. Held, that the words "shipment during August" contained in the contract, were not words of description, but that such words controlled the time of the performance of such contract and required the purchaser to accept and entitled him to demand such wheat during the month of August, and that a tender by the seller of the Bs/L for such wheat to the purchaser during the month of August was a sufficient offer to perform the contract of the seller without regard to the time when such wheat was loaded for shipment, and that upon a refusal by the purchaser to accept such wheat the seller was entitled to recover his damages for a breach of the contract.—Josh Alexander v. J. A. Walker. Supreme Court of Oklahoma. 173 Pac. 439.

Arrival Draft Can Not be Substituted for Demand Draft.

Arbitration Comite No. 1 of the Grain Dealers National Ass'n, composed of C. D. Sturtevant, Geo. P. Bissell and J. R. Murrell, Jr., found in favor of defendant Flanley Grain Co., of Sioux City, Ia.; and against plaintiff, U. S. Feed Co., of Memphis, Tenn., on a contract for "3,000 bus. No. 3 white oats at 56 $\frac{1}{4}$ cents, Memphis, Memphis weights, Sioux City or Omaha inspection, ten days shipment, demand draft payable upon presentation."

Plaintiffs requested the bank to hold draft pending the arrival of the second car and claim they did so because no inspection certificate had been sent them. Defendant claims to have sent the certificate in due course and proves that the car was inspected in Omaha on Dec. 9 and draft made and invoice mailed on Dec. 11.

Plaintiffs did not notify defendant of their arrangement with the bank to hold the draft for arrival of the car, and on Dec. 30, defendant after tracing draft thru his bank, wrote plaintiffs asking them to pay draft, to which plaintiffs replied Jan. 3:

"This car has never reached Memphis, and while it was not shipped to Memphis on contract time, your draft will be protected as soon as possible after the arrival of the car."

Defendant thereupon recalled his draft and diverted the car.

Plaintiffs ask for damages of 2 $\frac{1}{4}$ cents a bushel on the undelivered balance of the contract, amounting to \$23.65, plus \$5.44 deducted by defendant from a remittance to balance the first car shipped.

We find that the defendant was justified in diverting this car and refusing to settle the alleged loss. The contract was for "demand drafts" if the inspection certificate was not furnished by defendant, it was the plaintiffs' duty to notify him and give him an opportunity to furnish it. The bank evidently acted in collusion with plaintiffs to defendant's disadvantage and without his knowledge.

"Arrival draft" cannot be substituted for "demand draft" without the consent of both parties, and when the buyer, acting in

collusion with the presenting bank, subjects the seller, without his knowledge or consent, to "arrival draft terms," he thereby makes himself liable for all resulting damages.

The item of \$5.44 deducted by defendant from remittance and now claimed by plaintiffs covered interest charges assessed by the bank on the draft which was held pending arrival of car, and we find that defendant was justified in withholding this amount. He should have received his money at once after his draft was presented, in which case there would have been no interest.

We find for defendant and direct that plaintiff pay the cost of these proceedings.

Car Must be Applied on Contract in Reasonable Time.

Grain Products Co., of Wichita, Kan., plaintiff, v. Darragh Co., Little Rock, Ark., defendant, before arbitration comite No. 1 of the Grain Dealers National Ass'n, composed of C. D. Sturtevant, Geo. P. Bissell and J. R. Murrell, Jr.

On July 21, 1917, plaintiff sold defendant "two cars No. 3 red bulk oats at 86 $\frac{1}{2}$ cents delivered Little Rock, ten days shipment." There is no dispute about the terms of the contract, one car was shipped and accepted by defendant and this controversy arises over the application of the second car which was refused by defendant and resold by plaintiff at a loss of \$399.58.

The history of the car in question, L. V. 83773, is as follows: First, July 26, shipped from Edna, Kan., by Ridgeway Grain Co., shipper's order, notify Dustin Grain Co., Little Rock. Second, Aug. 2, arrived Little Rock. Third, Aug. 2, invoiced to Cunningham Commission Co., Little Rock, by E. T. Wenzel Grain Co., Wichita, Kan. Fourth, Aug. 10, invoiced by Cunningham to Williamson Grain Co., Wichita, Kan. Fifth, Aug. 13, invoiced by plaintiff to defendant to apply on this contract (invoice erroneously dated July 31). Sixth, Aug. 15, above invoice received by defendant, the first notice that car was intended to apply on contract.

The car remained on track at Little Rock from Aug. 2 until after being refused by defendant.

The plaintiff contends that as the car was shipped within contract time, he filled his contract, and this is ordinarily true, but we find in addition that such car must be applied on contract within a reasonable time after the expiration of the contract and after arrival at destination. What is a reasonable time must be determined in each case by the facts and circumstances surrounding the transaction.

The facts in this case show lack of good faith and fair dealing on the part of plaintiff. The car was on track at destination Aug. 2 and if it was to apply on contract, it should have been delivered to defendant at once. It is manifestly unfair for the defendant to be subjected to possible loss by decline in values on a car on track at his place of business, but which is not tendered to him on contract for nearly two weeks after arrival. The facts are that the car did not become the property of plaintiff until after Aug. 10 and was evidently acquired by him for the purpose of shifting the burden of the loss, caused by his failure to fulfill his contract, to defendant, who was innocent in the matter.

We condemn as unfair the course pursued by plaintiff in this transaction and in his attempt to mislead this comite by submitting false and misleading evidence attached to his complaint as follows: First, Exhibit 1, copy of invoice covering car No. 83773 L. V. to defendant dated July 31, 1917, mailed Aug. 12, 1917. Second, Exhibit 1, copy of B/L on car No. 83773 showing "notify Dustin Grain Co. (Darragh Co.)"

The name of Darragh could not have appeared on the original B/L dated July 26, as they did not appear in the transaction until after Aug. 10 and plaintiff therefore submitted false and misleading evidence to this comite.

We find for the defendant and direct that plaintiff pay the costs of these proceedings.

PLANS for the liquidation of the American Malting Co. are said to be progressing satisfactorily. The comite of first preferred shareholders asks that stock be deposited with the Guaranty Trust Co.

Seeds

INDEPENDENCE, IA.—The plant of the Rush-Park Seed Co. was burned Aug. 6.

PARK RIVER, N. D.—Flaxseed will yield possibly 9 bus. per acre.—Park River Milling Co.

ROCHESTER, N. Y.—We are successors to R. J. Gunson & Co.—Gardner Seed Co., by G. L. Gardner.

JEFFERSON, IA.—The Zeller Seed Co. is erecting a brick warehouse and office near its present seed house.

I AM NOT in the seed business at Madison, S. D., as erroneously reported.—E. W. Mueller, Chester, S. D.

KANSAS CITY, Mo.—The seed and feed business of the Moss Grain Co. has been taken over by the Croysdale Grain Co.

CHICAGO, ILL.—The Chicago Wholesale Seed Co. has been incorporated with \$3,000 capital stock by E. E. Elder, J. W. Glynn and J. F. Summers.

THE JOHN A. SALZER SEED Co., of La Crosse, Wis., has registered the word "Bonanza" as a trade-mark, No. 111,423, for garden, field and flower seeds.

FREDERICKSBURG, O.—A field seed department will be added to the business of the Gray & Smith Milling Co., with equipment to prepare the seed for market.

THE U. S. DEPT. OF Agriculture reports the condition Aug. 1 of kafir corn 84.6, millet 95.7, timothy 96.2, field beans 101.4, broom corn 100.7, and field peas 98.2 per cent of an average.

KANRED, the new variety of wheat developed by the department of botany of the Kansas State Agricultural College, Manhattan, Kan., yields 5 bus. per acre more than turkey, which it resembles.

DULUTH received during the crop year ending Aug. 1 2,761,915 bus. flaxseed, against 7,507,666 bus. during the preceding crop year, and shipped 2,960,320 bus., against 9,444,175 bus. during the preceding crop year, as reported by Chas. F. Macdonald, secy of the Board of Trade.

TWO SHIPMENTS of beans by Post Bros., of Hammond, Ind., were seized by the government at Omaha, Neb., on the allegation that they were in part decomposed. The court released one shipment to the First National Bank of Hammond, Ind., and the other to Hankins Bros., of Elsie, Mich.

RED TOP SEED carried over July 1 is reported by the government to have been over 11,000,000 lbs. There has been some injury to the crop by hot weather, and some of the seed will be "blasted." The quality of the seed generally, however, will be good and comparatively free from weeds, tho possibly somewhat lighter in weight than that of 1917. The average yield is estimated at approximately 45 to 50 pounds per acre of "fancy" seed.

TREATING SEEDS of Indian corn with copper salts produces ears of peculiar appearance far removed from the racial type. Solutions of the different copper salts have the same effect, always injurious, and it is suspected that the use of blue vitriol (copper sulfate) commonly used on seed wheat, may be the cause of the local deterioration of varieties which has been observed by farmers. Experiments on the abnormalities produced by copper treatment are described by A.

Jungleson in the Revue Generale de Botanique, Vol. XXIX, Nos. 344-345, Paris, France.

THE RECENT RAINS have been very beneficial for the flax crop. Minnesota, South Dakota and Eastern North Dakota show excellent prospects. In Western North Dakota and Eastern Montana some flax did not germinate, but that which grew has greatly improved in the past two or three weeks and a good yield is expected. There are many small patches of flax throughout the Northwest, which in the aggregate will swell the volume.—The Van Dusen Harrington Co.

SEED IMPORTS during July included 151,000 lbs. rapeseed, 110,000 lbs. crimson clover, 67,000 lbs. English ryegrass, 22,400 lbs. alsike clover, and 4,500 lbs. Italian ryegrass, which is much less than the imports during July a year ago, which included 327,000 lbs. rape; 369,000 lbs. crimson clover, 134,000 lbs. English ryegrass, 89,000 lbs. alsike clover, 100,000 lbs. Italian ryegrass, 43,400 lbs. orchard grass, 30,200 lbs. white and alsike mixed clover, 24,000 lbs. red clover, 3,700 lbs. Kentucky blue grass and 1,300 lbs. of red top, as reported by the Bureau of Plant Industry. During the crop year ending June 30, 1916, the imports of red clover seed alone amounted to 32,508,537 lbs.

COSTS of doing business and general conditions in their industry were discussed recently by dealers in cotton seed for planting purposes in a conference with members of the Department of Agriculture and Food Administration. It was the consensus of opinion among the dealers present that costs had appreciably increased and that the margin of profit allowed dealers in milling seed by recent Food Administration regulations, \$3 per ton, would not be adequate for the seedsmen. Difficulties of estimate arose from the fact that these dealers handle other seed than cotton. The Food Administration has the plea for an increased margin under advisement and will make an announcement soon.

From the Seed Trade.

TOLEDO, O.—Clover seed is strong. Damage from grasshoppers being confirmed. Ohio and Indiana complaining the most. Beginning to look crop is going to be much shorter than early figures indicated. Not a good sign for cheap prices when one considers there is no old stocks to fall back on.—J. F. Zahm & Co.

SEDALIA, Mo., Aug. 19.—We have only about a 20% crop of timothy. Present prospects of clover show only about 30%. The season for cane, kafir corn and millet has not advanced far enough, all depending on the frost. Crop will be late. No blue grass grown in this locality. We will be obliged to ship in timothy, clover and blue grass.—Archias Seed Store.

TOLEDO, O.—Most Central States continue favorable reports on clover seed. Extreme West is shy on seed. Dealer there says Idaho acreage about same as year ago, but high hay prices caused unusual amount of cutting for hay. Aphis has not done so much damage as first reported. The famous Willamette Valley of Oregon will not have much of a crop. Seaboard dealer reports fair amount of foreign seed on hand, the result of considerable imports some time ago. Birdseye view of Eastern sentiment shows high prices expected indefinitely.—Southworth & Co.

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GRAIN DEALERS JOURNAL

Feedstuffs

PETERSBURG, VA.—The plant of the Newsome Feed & Grain Co. recently was damaged by fire.

FORT WILLIAM, ONT.—N. M. Paterson, who operates a grain elevator, has procured a site on which to erect a barley grinding mill.

HOUSTON, TEX.—The feed milling plant of the Houston Milling Co. has been purchased by I. Goodman, R. G. Lamkin and J. M. Josey.

THE PARK & POLLARD CO. will install feed milling machinery in the plant recently purchased of the Kam Malting Co., at Buffalo, N. Y.

OKLAHOMA CITY, OKLA.—The Cowan Feed Co. has been incorporated with \$5,000 capital stock, by A. and T. N. Cowan and C. N. Chambers.

A FINE of \$50 was imposed on the Southland Cotton Oil Co. of Paris, Tex., for misbranding "Sunset Brand Prime Cotton Seed Meal and Cake," to show more ammonia, protein and nitrogen than analysis proved.

THE EARLY & DANIEL CO., of Cincinnati, O., has registered the word "Cerealia" as a trade-mark, No. 111,264, for a balanced ration dairy and poultry feed, and the word "Ranger" as a trade-mark, No. 111,265, for a balanced ration horse and mule feed.

ROCHESTER, N. Y.—Russell D. Ward is now vice pres. and general manager of the Mystic Milling & Feed Co. He was formerly in charge of the seed department of Spencer Kellogg & Sons, and for three years prior with the Globe Elevator Co., both of Buffalo, N. Y.

A FINE of \$400 was imposed on F. W. Brode & Co., of Memphis, Tenn., for having misbranded shipments of "Owl Brand" cottonseed meal from Tennessee to the New England states, the analysis showing 36.44 per cent protein instead of the 41 per cent guaranteed.

THE FEEDERS SUPPLY CO., Kansas City, Mo., obtained the release of 400 bags of cottonseed meal seized by the government at Eureka, Kan., on bond that the product would be correctly labeled showing the character of the contents and the net weight.

WHEAT, OAT AND MAIZE kernels are deficient in the element that makes for growth and which is found abundantly in the leaves of plants such as alfalfa. Valuable studies along this line are being published by Professors E. V. McCollum, N. Simmonds and W. Pitz in the Journal of Biological Chemistry, Baltimore, Md.

THE WAR TRADE BOARD, after consultation with the United States Food Administration and the Canada food board, announces in a new ruling (W. T. B. R. 189) that applications for licenses to export linseed oil cake or linseed oil meal to Canada will now be considered, when presented as follows: Every application for an export license must have attached thereto a Canadian import permit, issued to the consignee by the Canada food board, Ottawa, for the importation of the quantity mentioned in the application for an export license. Exporters, therefore, should obtain such Canadian import permits from their Canadian customers before making application to the United States War Trade Board for an export license.

CHICAGO, ILL.—The Hayes Grain & Feed Co. has been incorporated with \$10,000 capital stock by Earl T. Langworthy, Rector A. Brouillet and Edwin M. Wood.

A SHIPMENT of 222 sacks of "Royal Quality Scratch Feed" was released by the government to the Rudy-Patrick Seed Co. on condition that the labels be made to show that part of the mixture consisted of screenings and weed seed.

THE JULY BULLETIN of the Pennsylvania Department of Agriculture, Harrisburg, Pa., contains the exhaustive feedingstuffs report for 1917 of James W. Kellogg, chief chemist, showing in detail the work done. Thousands of analyses cover the different brands of nearly every shipping manufacturer giving name, brand, place of sampling, moisture content, protein, fat and fiber guaranteed and found, price per cwt., certified composition and microscopical examination. The completeness of the work is shown by the number of brands analyzed, including 36 of the Albert Dickinson Co., 36 of the Ralston Purina Co., and 30 of the Krause Milling Co. During the year 540 manufacturers offered 2,267 brands for registration.

New Mill at Glendive, Mont.

The accompanying picture is a reproduction of the modern fire proof plant of the Glendive Milling Co., Glendive, Mont. It is built on the site of what was known in the frontier days as the "first chance" saloon.

It seems a big coincidence that this modern plant, for the manufacture of one of our staple food supplies, should replace an old land mark.

The milling machinery consists of a 50-barrel Midget Marvel mill; the building being planned to accommodate four additional units. It has a storage capacity of 35,000 bus., and the entire structure is fire-proof. C. C. Cohagen of Billings was the architect and the construction was supervised by W. W. Clarke.

This plant is owned and managed by local men. Charles Krug, is President; F. W. Kinney, Vice-Pres., and W. W. Clarke is Sec'y-Treas.

Its location is an exceptionally favorable one as half a million bushels of hard wheat will be in transit through this vicinity within the year.

Elevators Proposed for South Africa.

The parliament of the Union of South Africa has appointed a com'ite to investigate and report on the desirability and feasibility of constructing a system of grain elevators at suitable points along the railways and at various shipping ports of South Africa. The com'ite is now studying the subject.

Over 10,500,000 bus. of cereals were handled for export in South Africa during 1917, this amount including 8,000,000 bus. of corn, the exports of which have more than doubled in the last 6 years. Corn meal, oats, barley and rye also were exported. The country is still an importer of wheat, but the imports have been greatly diminishing in volume during recent years.

Practically all of the grain is handled in bags, and for want of adequate storage facilities it is stacked in huge piles in the open and covered with tarpaulins.

The proposed system of elevators would consist of houses of 1,000 to 10,000 tons at interior stations, and of 20,000 to 50,000 tons at the ports. Whether the plants will be state owned, or whether private enterprise or co-operative societies will be encouraged to undertake the construction and operation of them, depends on the com'ite's investigations and recommendations.

American manufacturers of grain handling machinery have been invited to place their catalogs on file with the commercial information buro attached to the American consulate in order that possible inquiries may be answered.

Books Received

THE LIBERTY BOOK is the result of a desire upon the part of the Educational Department of the International Harvester Co. to assist in bringing about increased efficiency in those things which enter into the problem of human food. It contains valuable suggestions on the conservation of foods in the household and on the farm. Illustrated, 94 pages. International Harvester Co., Educational Dept., Chicago, Ill.



Plant of Glendive Milling Co., at Glendive, Mont.

The GRAIN DEALERS JOURNAL.

Insurance Notes.

ASBESTOS ROOFING should be put on in vertical strips to keep the wind from ripping it off. The horizontal strip exposes the large seams to the wind.

THE UNDERWRITERS GRAIN ASS'N began operations Aug. 20 with a surplus of carrying capacity over that required by terminal elevators and their contents.

THE STATE FIRE MARSHAL of Oklahoma, following a request for inspection of grain elevators, states that satisfactory precautions are being taken against fire.

Now that the hue and cry about aliens firing grain elevators has died out the special guards have been withdrawn from many plants, and particularly at Buffalo, as the employment of so many men seems a useless expense.

A BURNLESS AUGUST is a slogan for fire prevention that it is hoped will be carried on throughout the entire year. Adopt it as your own, and help carry on the good work. It is a "Win The War" measure. Look to your fire fighting appliances, and during these dry months add to them. A few extra water-barrels, especially around the outside of your plant, may prevent a heavy loss. If you are storing soft coal, watch the pile carefully.

THE GOVERNMENT proposes to guarantee a profit of 5 per cent to casualty insurance companies on all compensation insurance in work done for the government, the excess over 5 per cent to be paid to the government. The companies

have been getting an acquisition charge of 17½ per cent and have been taking war work compensation insurance at 7½ per cent. If the government plan is adopted the 7½ per cent charge will be continued and at the end of two years the actual profit will be calculated and adjusted to the 5 per cent allowance.

INSURANCE FIELD men of Indiana composing the State Conservation Ass'n held a meeting at Indianapolis Aug. 14 and planned the inspection of the elevators and mills. Defects found will be re-

ported to the state fire marshal and the government.

MUTUAL insurance companies are exempt from the 2% premium tax on the amount of premiums collected which are returned to policy holders in the form of dividends, under a recent ruling of Insurance Commissioner Wilson of Kansas. The supreme court of that state recently held in a test suit brought by the mutual life companies that the tax should be collected only on that part of the premium actually retained by the company.

A BURNLESS AUGUST

"The harvest truly is plenteous" but that is no reason why we should waste any of it. There is another year coming, and we may need all we can save; so with your help we are going to have A BURNLESS AUGUST. Of course we must guard against fire all the time; but during the dry hot days vigilance must be increased.

Our Boys must be fed while they are "holding the line" across the water, and they can't be fed if we are going to burn up the grain intended for them. A BURNLESS AUGUST is a war measure. Let's all get in line

C. R. McCotter
Western Manager
Omaha, Neb.



C. A. McCotter
Secretary
Indianapolis, Ind.

A fire from any cause will be a calamity; A careless fire will be a crime.

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One reason why you should exercise unusual care and diligence in protecting your property against fire is the delay and difficulty you would have in securing repairs or rebuilding owing to War Conditions.

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MILL OWNERS MUTUAL FIRE INSURANCE CO.

Of Des Moines, Iowa

THE MILLERS MUTUAL FIRE INSURANCE CO.

Of Harrisburg, Penn.

TEXAS MILLERS MUTUAL FIRE INSURANCE CO.

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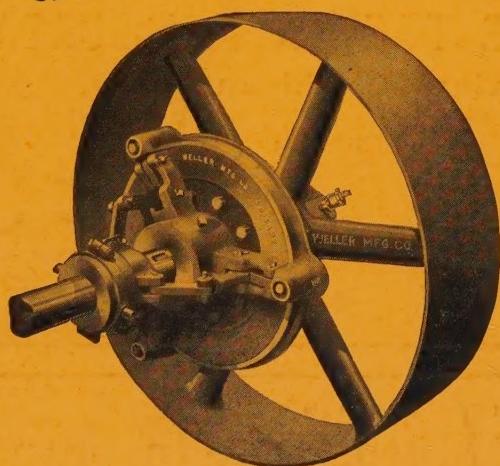
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The values are shown directly from the pounds without reducing to bushels. Quantities are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the quantity column; the smaller the hundreds only.

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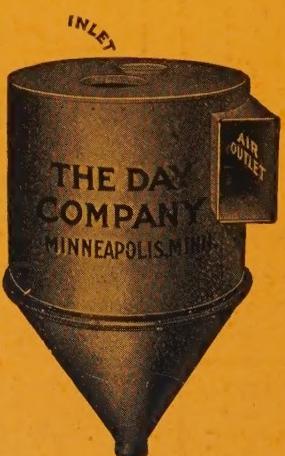
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